SOUTH CAROLINA
DEPARTMENT OF HIGHWAYS
AND PUBLIC TRANSPORTATION

ANNUAL REPORT
1986-1987

Printed Under The Direction Of The
State Budget And Control Board

LETTER OF TRANSMITTAL

SOUTH CAROLINA
DEPARTMENT OF HIGHWAYS AND
PUBLIC TRANSPORTATION

Columbia, S. C.

To His Excellency, the Governor of South Carolina:

Pursuant to Section 57-3-760, Code of Laws of South Carolina, I am transmitting to you the annual report of the Department of Highways and Public Transportation for the fiscal year which ended June 30, 1987.

Respectfully submitted,

J. G. Rideoutte
Executive Director

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ORGANIZATION

State Highways and Public Transportation Commission

District	Member	Term Expires	Residence
6	Belva F. Beaver	1988	Chester
1	James W. Bilton	1988	St. George
5	Carl L. Brazell	1988	Columbia
13	Charles E. Dalton	1991	Pickens
11	R. Clark DuBose	1991	Ridge Spring
*	M. Lois Eargle	--	Conway
3	Billie S. Fleming	1991	Manning
4	John P. Gardner Jr.	1988	Darlington
10	Blake L. Griffith	1990	West Union
2	Bill Knotts	1990	Williston
15	Wallace J. McKnight	1990	Andrews
16	B. Bayles Mack	1991	Fort Mill
7	Clyde L. Medley	1988	Gaffney
8	William C. Prince	1991	Abbeville
14	J. B. Rhodes	1990	Walterboro
9	Margaret H. Rush	1990	Goose Creek
*	W. M. "Mat" Self	--	Greenwood
12	J. "Moot" Truluck	1990	Lake City

Ex-Officio

Sen. Isadore E. Lourie, Columbia
Chairman, Senate Transportation Committee

Rep. Lewis Phillips, Greer
Chairman, House Education and Public Works Committee

* At-large commissioners appointed by the Governor

DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION
(As of June 30, 1987)

Joe G. Rideoutte, Executive Director

Herman P. Snyder
State Highway Engineer

Roger W. Powell
Secretary-Treasurer

Administration Division

Milton W. Dufford, Director of Administration.....Columbia
Ron M. Joye, Special Assistant to Executive Director.....Columbia
A. Dan Sherrill, Data Processing Manager.....Columbia
Sam E. McCuen, Director of Public Affairs.....Columbia
Max H. Young, Director of Highway Safety.....Columbia
J. G. Freeman, Director of Procurement Services.....Columbia
J. Lawrence King, Director of Supply and Equipment.....Columbia
Patrick E. Corley, Building Superintendent.....Columbia
J. S. Carter, Postmaster.....Columbia
O. J. Smith, Printing Supervisor.....Columbia

Engineering Division

Herman P. Snyder, State Highway Engineer.....Columbia
B. K. Jones, Executive Assistant,State Highway Engineer...Columbia
Charles H. Moorefield, Director of Planning.....Columbia
E. E. Timmerman Jr., Deputy Director of Planning.....Columbia
Noel K. Yobs, Director of Preconstruction.....Columbia
Ted L. Boozer, Support Services Engineer.....Columbia
J. B. Brice Jr., Highway Projects Engineer.....Columbia
B. A. Meetze, Bridge Engineer-Design.....Columbia
Jack Mobley, Road Engineer-Design.....Columbia
Robert B. Ferrell, Environmental Program Administrator....Columbia
J. H. Frick, Federal Aid Coordinator.....Columbia
H. Bradey Link, Director of Rights of Way.....Columbia
G. Ronnie Wertz, Utilities Engineer.....Columbia
William McIlwain, Preconstruction Management Coordinator..Columbia
F. Marion Reeves, Final Construction Plans Engineer.....Columbia
Trezevant Timmons, Preliminary Design Engineer.....Columbia
Robert L. White, Project Development Engineer.....Columbia
Oren S. Fletcher, Director of Construction.....Columbia
C. L. Matthews, Bridge Engineer-Construction.....Columbia
W. A. Keller III, Assistant Construction Engineer.....Columbia
R. Wayne Golden, Contract Administrator.....Columbia
McRaney Fulmer, Director of Maintenance.....Columbia
C. Lewis Edwards, Assistant Maintenance Engineer.....Columbia
Gordon R. Hipp, Assistant Maintenance Engineer.....Columbia
Timothy Edwards, Landscape Architect.....Columbia
William T. Young, Director of Traffic Engineering.....Columbia
Luther F. Fant, Assistant Director of Traffic Engr.....Columbia

J. Y.Campbell, Chief, Highway Data Services.....Columbia
Milledge L. Smith, District 1 Engr. Administrator.....Columbia
J. K. Derriso, District 2 Engr. Administrator.....Greenwood
John D. Gilreath, District 3 Engr. Administrator.....Greenville
C. H. Holladay Jr., District 4 Engr. Administrator.....Chester
Archie R. Catoe, District 5 Engr. Administrator.....Florence
Robert J. Weeks Jr., District 6 Engr. Administrator.....Charleston
S. Dean Campbell, District 7 Engr. Administrator.....Orangeburg

Motor Vehicle Division

A. W. Utsey Jr., Director.....Columbia
F. E. Sojourner, Assistant Director.....Columbia
J. P. Barwick, Region 2 Field Services Administrator.....Columbia
Thomas R. Easler, Driver Services Administrator.....Columbia
William H. Kay, Administrative Services Administrator.....Columbia
F. D. McCarty, Region 1 Field Services Administrator.....Columbia
James L. Hook, Planning and Program Development
Administrator.....Columbia
P. G. Amos, MVD Manager, Region 1.....Columbia
F. W. Johnson, MVD Manager, Region 2.....Columbia
J. H. Caldwell, Manager Registration & Reciprocity.....Columbia
C. L. Carter, Vehicle Inspection Manager.....Columbia
M. F. McElveen, Manager, Driver License Records.....Columbia
Oscar J. Walker III, Financial Responsibility Manager.....Columbia
B. W. McGee, Driver Improvement Manager.....Columbia
R. H. Pagett, Supply & Service Manager.....Columbia
R. L. Schilling, Classified License Supervisor.....Columbia
M. R. Yandle, Manager, Titles.....Columbia
Janice Hicks, Manager, Support Services.....Columbia
Jenny Koon, Manager, Administrative Hearings.....Columbia

Law Enforcement Division

Col. P. L. Meek, Director, Law Enforcement.....Columbia
Maj. J. H. Lanier, Assistant Director, Law Enforcement....Columbia
Capt. A. T. Morris, Administrative Officer.....Columbia
Capt. M. D. Thompson, Chief, Investigative Unit.....Columbia
Capt. Clyde F. Collins, Training and Planning Officer.....Columbia
Capt. A. F. Corbin, Size and Weight Unit.....Columbia
Lt. Israel Brooks, Affirmative Action Officer.....Columbia
Lt. C. Earl Linder, Patrol Uniforms and Equipment Officer.Columbia
Lt. J. K. Westbury, Communications Officer.....Columbia
Lt. Stephen D. Wilson, Assistant, Administrative Officer..Columbia
Capt. H. M. Addy, District 1.....Columbia
Capt. A. W. Hampton, District 2.....Greenwood
Capt. W. H. Elrod, District 3.....Greenville
Capt. B. M. Poore, District 4.....Chester
Capt. J. C. Garrison, District 5.....Florence
Capt. B. H. Jones, District 6.....Charleston
Capt. M. L. Martin, District 7.....Orangeburg

Public Transportation Division

Jerome Noble, Director.....Columbia
Paul Carter, Training and Operations.....Columbia
Patricia B. Mizell, State Rideshare Coordinator.....Columbia
Margaret A. Palmer, Projects Administrator..... .Columbia
Judith M. Ray, Grants Manager.....Columbia
John A. Ritner, Director of Programs.....Columbia

Support Units

Grady P. Bennett, Director of Personnel.....Columbia
Victor S. Evans, Chief Counsel.....Columbia
Carl W. Payne Jr., Claims Agent.....Columbia
Donald R. Wicker, Director of Accounting.....Columbia
J. Stanley Griffin, Audits Manager.....Columbia
J. Harold Austin, Audits Manager.....Columbia
Hugh L. Simril, Budget Analyst.....Columbia
Ben F. Byrd, Director, Office of Compliance.....Columbia

INTRODUCTION

The South Carolina Department of Highways and Public Transportation is the state agency which is charged with responsibility for the planning, construction and maintenance of the state highway system, the administration of all motor vehicle, driver regulation and related laws, the enforcement of the state's traffic laws throughout the highway system and coordination of public transportation in the state.

Established in 1917 by state statute to comply with provisions of the Federal-Aid Road Act of 1916, the name of the agency was changed by the General Assembly in 1977 to reflect addition of the public transportation role to the Department's responsibilities. Section 57-3-10, Code of Laws of South Carolina, 1976, was amended by Act No. 82 of 1977.

The Department's initial purpose was to administer funds made available by the federal government to assist the states in the construction of roads. As methods of highway financing improved, the agency's scope of duties was greatly broadened, and during the ensuing years, the Department was assigned the responsibilities of motor vehicle administration, driver licensing and regulation, traffic law enforcement and all the attendant duties.

The Department is governed by a 20-member Commission, 16 members of whom represent the state's 16 Commission districts. Two members are appointed by the governor, and serve "at large" during the appointing governor's term of office.

During fiscal year 1979-80, the General Assembly appointed as ex-officio members to the Commission, the chairman of the Senate Transportation Committee and the chairman of the House Education and Public Works Committee.

Commission meetings are held monthly at the central office building in Columbia. Special meetings may be called by the chairman if needed. The Commission, as a body, considers all major policy matters affecting the Department, and special committees appointed by the chairman are concerned with special areas, such as maintenance, construction, finances, capital improvements, personnel, public relations, legislative, motor vehicles and drivers, tourism, archives and history, and Highway Patrol.

The day-to-day affairs of the Department are conducted by three officers: the executive director, state highway engineer and secretary-treasurer, who are elected by the Commission. The executive director's term of office is four years, while the state highway engineer and secretary-treasurer serve at the pleasure of the Commission.

As provided by state law, the Department consists basically of five major divisions: engineering, motor vehicle, law enforcement, public transportation, and administration.

For purposes of administering its statewide programs, the Department has divided the state into seven highway districts. Each of these consists of five or more counties.

Generally, engineering and traffic law enforcement functions are administered from the district level, with a district engineering administrator supervising construction and maintenance activities and district captain commanding the law enforcement personnel and their supporting staffs.

Motor vehicle and driver licensing services are available through field services offices in each of the state's 46 counties. The district managers of the seven districts are responsible for supervising the activity of driver and vehicle services. Each field services office has a branch manager who supervises the activity within the field services branch office.

The Department, as of June 30, 1987, had 6,875 employees. These included three officials, 1,310 administrative and clerical, 1,261 engineering, 1,215 law enforcement, public safety and licensing, and 3,086 crafts and trades employees.

Financial History

South Carolina's first highway user tax, a combination of motor vehicle taxes and a two-mill property tax, was levied in 1920. Eighty percent of the revenues thus derived were returned to the counties from which they were collected for use in improving roads at the county level.

This was followed in 1922 by the first state tax on gasoline, a two cents per gallon levy, with the proceeds still being divided among the counties.

When the Pay-As-You-Go Highway Act was passed in 1924, it shifted the responsibility for highway financing to the state level, and for the first time authorized the Department to retain all property and gasoline tax revenues, as well as federal aid funds, for use in the systematic planning and construction of the state highway system.

A "build now, pay later" highway financing policy was established by the State Highway Bond Act of 1929, permitting the state to issue $65 million in highway bonds to raise money for road construction. In order to pay off the bonds and to finance other aspects of the highway program, the motor fuel tax was raised to six cents per gallon, also in 1929.

There was no change in the tax rate until 1950. In that year in order to finance a stepped-up program for development of the secondary road system, the General Assembly approved a one-cent-per-gallon motor fuel tax increase and earmarked it for that purpose. An additional cent per gallon tax was levied in 1972, with one-third of a cent going to the secondary road program and the balance to statewide needs.

The motor fuel tax was increased by one cent per gallon in 1977, 1979 and 1980.

As a result of the continued decline in motor fuel consumption and increased inflationary pressures on the highway program, the General Assembly increased the motor fuel tax by two cents effective Sept. 1, 1981.

During fiscal year 1986-87, the Department presented an

economic development plan for highway expansion and improvement, and a group of 47 prominent business leaders organized to form an advocacy group for improving the state's transportation network. They unveiled an umbrella campaign called "The Drive for Tomorrow."

The General Assembly responded to these efforts by approving a two cents per gallon fuel tax increase effective in July 1987 and an additional one cent to become effective January 1989.

This brings the total motor fuel tax levied by the state to 15 cents as of July 1, 1987, and 16 cents effective January 1, 1989. This includes 2.66 cents earmarked for the "C" secondary program and one cent forwarded by the state treasurer directly to the counties for their road construction programs.

The federal motor fuel tax, from which the Highway Trust Fund is mainly derived, is now 9.1 cents per gallon on gasoline and 15.1 cents per gallon on diesel fuel. The state's federal aid funds come from this source.

Financial Review

The level of motor fuel consumption continues growth as in recent years. During 1986-87 there was an increase in motor fuel consumption to 2.03 billion gallons, or 4.7 percent over the previous year's consumption of 1.94 billion gallons.

Total receipts for the fiscal year amounted to $470.9 million including $134.7 million in federal aid. Due to the increase in motor fuel consumption, motor fuel tax revenues were up 3.9 percent over the previous fiscal year.

Federal Aid Fiscal Year 1987

Federal aid receipts amounted to $134.7 million compared with $144.5 million for the preceding year, a decrease of 6.8 percent. The largest amount of the federal participation was $74.7 million for the Interstate program including construction and resurfacing.

THE HIGHWAY DOLLAR
FISCAL YEAR 1986-87

REVENUES	1985-86	PERCENT	1986-87	PERCENT
** HOW DERIVED **				
Motor fuel tax	$ 235,338,848.19	50.4	$ 244,618,776.63	51.9
License fees	77,284,606.82	16.5	79,757,440.64	16.9
Federal aid	144,493,077.54	30.9	134,688,512.33	28.6
Miscellaneous	10,284,944.99	2.2	11,850,068.36	2.5
Total revenues	$ 467,401,477.54	100.0	$ 470,914,797.96	100.0

EXPENDITURES	1985-86	PERCENT	1986-87	PERCENT
** HOW SPENT **				
Highway construction	$ 229,828,593.73	52.2	$ 237,512,436.94	51.6
Highway maintenance	113,150,716.42	25.7	116,155,445.69	25.3
General & engineering	25,298,576.22	5.7	32,739,481.32	7.1
Motor Vehicle Division	24,247,072.50	5.5	22,234,705.94	4.8
Highway Patrol	35,226,408.40	8.0	37,833,946.95	8.2
Public transportation	2,980,425.22	0.7	4,416,794.58	1.0
Debt retirement	9,450,889.93	2.1	8,985,205.47	2.0
Total expenditures	$ 440,182,682.42	100.0	$ 459,878,016.89	100.0

COMPARATIVE SUMMARY OF REVENUES, OTHER RECEIPTS AND EXPENDITURES
STATE HIGHWAY FUND
For Years Ended June 30, 1987 and June 30, 1986

	1986-87	Percent Total	1985-86	Percent Total	Percent Change
Revenues and other receipts:					
Revenues:					
Motor fuel taxes	$ 244,618,776.63	51.9	$ 235,338,848.19	50.4	3.9
License fees	79,757,440.64	17.0	77,284,606.82	16.5	3.2
	$ 324,376,217.27	68.9	$ 312,623,455.01	66.9	3.8
Grants-in-aid:					
Federal	$ 134,688,512.33	28.6	$ 144,493,077.54	30.9	(6.8)
County and municipal	444,493.73	.1	29,151.75		--
Other	352,717.01	.1	574,281.79	.1	(38.6)
	$ 135,485,723.07	28.8	$ 145,096,511.08	31.0	(6.6)
Miscellaneous	$ 11,052,857.62	2.3	$ 9,681,511.45	2.1	14.2
Total Revenues & Other Receipts	$ 470,914,797.96	100.0	$ 467,401,477.54	100.0	.8
Expenditures:					
General	$ 15,285,365.47	3.3	$ 13,088,993.28	3.0	16.6
Engineering	6,360,621.44	1.4	5,974,235.97	1.3	6.9
Motor Vehicle Division	22,234,705.94	4.8	24,247,072.50	5.5	(8.3)
Highway maintenance	116,155,445.69	25.3	113,150,716.42	25.7	2.7
Highway Patrol	37,833,946.95	8.2	35,226,408.40	8.0	7.4
Land and building	8,041,328.88	1.7	3,875,251.51	.9	107.5

COMPARATIVE SUMMARY OF REVENUES, OTHER RECEIPTS AND EXPENDITURES
STATE HIGHWAY FUND-Continued
For Years Ended June 30, 1987 and June 30, 1986

	1986-87	Percent Total	1985-86	Percent Total	Percent Change
Debt retirement	$ 7,856,875.33	1.7	$ 7,950,964.33	1.8	(1.2)
Debt interest & expense	1,128,330.14	.2	1,499,925.60	.3	(24.8)
Worker's compensation	2,506,723.75	.5	1,623,985.89	.4	54.4
Damage compensation	256,507.27	.1	297,326.41	.1	(13.7)
Streets and drives -- state institutions	284,877.90	.1	115,136.44		147.4
Roads and drives -- state parks	4,056.61		323,646.72	.1	(98.7)
Highway beautification	226,416.32	.1	336,127.85	.1	(32.6)
Highway construction	237,286,020.62	51.6	229,492,465.88	52.1	3.4
Public Transportation	4,416,794.58	1.0	2,980,425.22	.7	48.2
	$ 459,878,016.89	100.0	$ 440,182,682.42	100.0	4.5
Excess of revenues and other receipts over expenditures	$ 11,036,781.07		$ 27,218,795.12		(59.4)

ADMINISTRATION DIVISION

The Division of Administration was formed in March 1986 to consolidate major support functions that previously reported to the Executive Director or the Secretary-Treasurer. The units in the division are: public relations, procurement, supply and equipment, data processing, highway safety, building maintenance, postal and printing services.

The division consists of 284 employees all in Columbia, either at headquarters or on Shop Road.

PUBLIC AFFAIRS

The public affairs staff continued to provide a broad range of informational and other services to the Department and to the public.

The office was totally reorganized to permit more efficient operation and staff supervision. Additional emphasis was placed on providing audio and video taped news releases to broadcast media.

The agency magazine, Carolina Highways, is being redesigned especially for feature stories, and is published quarterly. And a new employee-oriented newspaper, The Connector, was established as a bi-monthly publication at no cost to the agency.

Efforts were begun to have the South Carolina Driver Guide, professionally re-designed for printing in booklet form in 1988.

The Public Affairs office established and arranged professional training for a speakers' bureau. Dozens of speeches were made throughout the state concerning the need for additional financing.

PROCUREMENT

The 11-member procurement staff issued 18,108 purchase orders in accordance with Department rules and regulations and provisions of the S. C. Consolidated Procurement Code at a certified limit of $30,000 on a single order.

Requests for all goods and services are processed by the office in accordance with bid requirements of the procurement code. During the year, 32,117 order-invoice-acknowledgements were approved for payment.

Quarterly reports covering all emergency and sole source procurements were submitted to the chief procurement officer of the Division of General Services.

Following an approved Minority Business Enterprise (MBE) Utilization Plan, the Department solicits bids from qualified minority vendors using a list of certified MBE's provided by the Division of General Services and contacts made at minority trade shows. Quarterly reports are submitted to the Small and Minority Business Assistance Office stating the number of MBE firms solicited, the number of bids returned and the dollar amount of orders issued to MBE's.

In cooperation with the supply and equipment office, public auctions were held to dispose of supplies and equipment classified as obsolete, surplus or junk. Seven equipment auctions were held totaling 724 lots, resulting in $872,120 being credited to the Highways and Public Transportation Fund.

Seven junk and obsolete property auctions, with a total of 469 lots, resulted in $52,478 being credited to the fund.

A legislated program to build a data base of federal employee identification numbers for use in making payment for all goods and services was completed, concluding the first phase of automating the procurement system.

SUPPLY AND EQUIPMENT

The supply and equipment section supervises and maintains control of all equipment and property of the Department. It prepares specifications for the purchase of all automotive and road machinery equipment and receives and processes all items of property and equipment purchased.

Records of accountability are initiated on each piece of automotive equipment, road machinery, office furniture, radios and all other miscellaneous equipment. Recommendations are made as to maintenance and disposal of equipment. The division is responsible for ordering, warehousing, and delivering field and office supplies. The section includes the supply depot, equipment depot, office supply and repair, radio, and the central equipment service station.

Expenditures during the year for non-expendable equipment of all types totaled $17,480,098. As a result, the total inventory value of non-expendable equipment owned by the Department at the close of the fiscal year reached $99,774,173, an all-time high.

New equipment was purchased as follows:

Passenger vehicles	$6,185,312
Trucks and trailers	4,428,005
Road machinery and equipment	4,326,300
Power tools and major shop equipment	528,017
Radio equipment	846,768
Miscellaneous equipment	1,166,581
Total	$17,480,098

Supply Depot

The supply depot carries stock having an average monthly inventory value of $1,225,000 and consisting of over 1,500 separate items of general supplies needed by road maintenance crews, equipment repair shops, survey crews and other Department personnel.

Stock valued at $6,682,778 was issued within the Department or sold to other state agencies. As in the past, the Department continues to supply many depot stock items to other state agencies, towns and counties. For fiscal year 1986-87, this

amounted to $1,062,290.

Supply depot field delivery trucks traveled 170,434 miles during the year and hauled 22,684,897 pounds of freight, including many loads of vehicle license plates delivered to license sales offices. The depot's furniture van and crew moved the household effects of 23 employees who were transferred to new headquarters locations.

Central Service Station

The central service station services not only Department automotive equipment but also that of other state agencies. A total of 374,921 gallons of gasoline was pumped for 35,053 units.

The station operated a motor pool of automobiles for use by employees on official Department business. During the year, these vehicles traveled 389,938 miles.

Equipment Depot

The equipment depot at Columbia services a large number of SCDHPT vehicles and vehicles operated by other state agencies and receives, processes and distributes all new equipment for the Department. Typical services include the preparation of patrol cars and the installing of dump bodies on trucks. This service, including parts and labor, amounted to $2,078,000.

Public auction sales were held at the Equipment Depot during the year to dispose of obsolete and unserviceable equipment. The sale of 724 units from the auction sales amounted to $872,120.

The depot also operates a motor pool of automobiles, suburbans and pick-ups, which traveled 481,392 miles during the year.

Office Supply and Repair

The office supply section furnishes stationery, business forms, general office supplies and certain engineering supplies and provides repair services for office machines and engineering instruments. Amounts of stock issued within the Department or sold to other state agencies totaled $632,178.

A total of 2,156 pieces of office equipment (typewriters, calculators, etc.) and engineering instruments were repaired.

Radio Maintenance

Radio communication is of steadily increasing importance in all Department operations. Seven frequencies in the low band and one in the high band provide statewide coverage for the Patrol; four frequencies in the marine band for drawbridge operation; two frequencies in the low band for statewide maintenance coverage, and 17 frequencies in the statewide police network.

Licensed technicians of the radio maintenance section made 675 service calls to base stations, 2,518 to mobile units, 243 to radar units, 28 to CB units and 317 to miscellaneous units, at a

cost in materials and labor of $364,753.

Repairs were made 35 times on outside agency units, at a cost of $702.

DATA PROCESSING

The data processing section provides computer and information processing resources to the Department. A staff of 97 provides support for computerized applications for the Motor Vehicle, Engineering, Law Enforcement and Administrative Divisions.

The mainframe computer supports a statewide network of 544 terminals and 280 printers which are used for driver license and vehicle registration processing. This network, which processes over 200,000 transactions per day, is on-line 24 hours, seven days a week to provide inquiry capability to city, county and state law enforcement agencies.

During the year, a new system for issuing titles using laser printers was developed and installed. An on-line project tracking system for the engineering-preconstruction unit was developed and installed. The first phase of a supply sales inventory system was installed, and future plans call for expanding this inventory to a statewide basis.

The section assisted the highway safety office in designing an on-line traffic records system which will be implemented in January 1988 and which will use the latest computer technology to analyze traffic accidents.

The information center continues to assist the various sections in acquiring and using office automation equipment, including microfilm, copiers, electronic typewriters, word processors and personal computers. The Department has 166 personal computers and plans to install 60 more in fiscal year 1987-88.

HIGHWAY SAFETY

The highway safety office is responsible for assuring compliance with the state's comprehensive highway safety program governed by the 1966 Federal Highway Safety Act and subsequent acts and for providing a wide range of statistical, educational and other resources.

The office coordinates the unified highway safety efforts of several divisions of the Department as well as the operation of the Department's traffic records system, the accident research sections and the employee safety section.

The director of highway safety represents the Department at many intra-agency meetings and serves on several highway safety-related committees.

A computerized traffic records system managed by the assistant director helps to develop, monitor and manage the state's highway safety program.

The office implements special highway safety projects con-

forming to the national highway safety standards and obtains federal funds for them.

During the year, expenditures totaled $443,725, federal funds for highway safety projects totaled $11,900, and $71,986 in federal reimbursements were received.

Traffic Records System and Traffic Accident Research

The SCDHPT is responsible for maintaining the state's traffic records system. This automated system is used for recording and storage of information about traffic accidents, death and injuries, and functions as an information decision system.

Current collision data is furnished to federal, state and local entities for their use in planning and administering highway safety improvement programs, in identifying problem areas, and in evaluating programs aimed at reducing the number and severity of traffic accidents.

Data is used also in conducting highway-related research studies and for regular statistical tabulations. In-depth collision data is supplied on a contract basis to federal agencies for programs such as the Fatal Accident Reporting System (FARS) and the National Accident Sampling System (NASS). The demand for such data has greatly increased in recent years because of the requirements of federal, state and community highway safety programs.

Data related to drivers, vehicles, and highways is collected and stored in the computer for retrieval and correlation with traffic collision data. Collision data from thousands of collision reports submitted by state, city and county police agencies to the Department as required by law is entered via on-line computer terminals. The traffic accident report becomes the basis of all accident statistics for the state and is the primary source of all year-end summary data.

The system monitors and identifies high accident locations, based on number and severity of accidents and on traffic volumes. These are brought to the attention of the appropriate officials for engineering investigation, selective traffic enforcement and/or education.

Upon request by traffic engineers, city planners, police agencies and others, the system produces pertinent collision data for conducting accident research studies at specific locations throughout the state. Twice a year, political subdivision (PSD) accident tables are produced for all cities and towns with greater than 2,500 population for use by their engineering, enforcement and traffic safety education personnel.

Information related to drivers and vehicles is almost instantaneously available to all MVD licensing offices and Highway Patrol communications centers by video terminals and to sheriff's offices and police departments in the state through an interfacing with SLED's computer-teletype system. Current collision data is furnished to state and political subdivision agencies for identifying problem areas and evaluating programs aimed at reducing the number and severity of traffic collisions.

During the year a study was conducted to assess the usefulness of the traffic records system against the actual need. Recommendations were made to upgrade the system which will occur over the next several years.

Comparative motor vehicle traffic collision data for the past two calendar years follows:

	1985	1986	Change
Total Collisions	111,077	116,573	+ 4.9 percent
Total Fatalities	949	1,059	+11.6 percent
Mileage Death Rate	3.6	3.7	+ 2.7 percent
Economic Loss	$615 Million	$685 Million	$70 Million

Detailed information on 1986 traffic collisions, deaths and injuries appear in South Carolina Traffic Accidents, a publication prepared by the office.

The state's traffic records system was developed in 1969. In an effort to keep pace with the demands for records storage, retrieval, and analysis and to take advantage of technological advances, the SCDHPT is upgrading the system.

The new system will be fully implemented Jan. 1, 1988, and will provide more detailed and accurate information on traffic accidents across the state.

Changes to be included in the new system include: (1) a new accident report form which will combine the FR-10 insurance form and the accident report into a single document; (2) an on-line system for interfacing the primary files of the traffic records system (accident, driver, vehicle, roadway characteristics); and (3) an inquiry system for on-line computer access by users of the accident data.

Employee Safety

The employee safety section has the goal of reducing the number of accidents and injuries incurred by SCDHPT personnel. The reasons for this are two-fold: (1) humanitarian - reducing the pain, suffering and financial hardship of injured employees, and, (2) economic - reducing the high cost of worker's compensation, absenteeism and lost productivity to the Department.

Responsibilities of the employee safety section include organizing employee safety training for SCDHPT management and employees, working to insure that unsafe conditions at SCDHPT locations are corrected, and maintaining records on accidents and injuries. Other duties are to keep management advised of trends, progress and measures needed, and act as an informational resource for Department management.

During the year, the section developed and organized a chainsaw safety program for maintenance employees, a hazardous material incident training program for law enforcement, and a self-inspection program for engineering to improve conditions at

maintenance locations.

Other activities included gathering and compiling required OSHA paperwork from every SCDHPT location, acting as a liaison between SCDHPT management and OSHA to insure correction of cited conditions, preparing and distributing monthly packets of safety meeting information.

The size of the employee safety film library has been doubled.

ENGINEERING DIVISION

TRAFFIC ENGINEERING

Traffic engineering includes the control of traffic and promoting efficient traffic flow and safety through use of appropriate traffic control devices and geometric design. These responsibilities are carried out in several areas: traffic operations, signing and marking, safety projects, special projects, policies and standards, and through technical advice and assistance to the districts.

Traffic Operations

General traffic engineering studies were made at 246 locations throughout the state and recommendations prepared to improve safety and efficiency through traffic control devices (signs, signals, markings) and by physical changes.

Review of proposed geometric designs for 34 major construction projects (other than freeways) were performed to assure traffic flow objectives are attained. Work zone traffic control plans were developed to accompany roadway and bridge construction plans for 19 projects.

Training in signing and marking methods and applications was provided to District 4 maintenance personnel.

Reviews were made of access to highways from proposed major traffic generators such as regional shopping centers and subdivisions and schools.

Signing and Marking

Plans and specifications were prepared, consultant design contracts were reviewed, and contracts were administered for 24 major projects involving signing and sign lighting, roadway and special lighting, and pavement marking. This included work on the Southeastern Beltway, the Mark Clark Expressway, the interchange of I-77 and I-20, I-85 Relocation around Spartanburg and the James Island Expressway.

Plans for traffic control through construction work zones continued or were completed on 18 projects, including I-20 widening, I-85 widening, I-526, and various resurfacing and bridge repair projects.

Administration services were provided for on-going Specific Information Motorist Service (logo) signing programs. Work on plans for I-85 logo signing continued and contracts for logos on I-20 and I-26 were completed. Correspondence with specific businesses throughout the year concerning the logo signing programs on I-95, I-20 and I-26 comprised a significant work effort.

This work included reviewing inventories of prospective participants, reviewing sign drawings, authorizations for participation, and instructions to district personnel on placement and removal of signs.

The logo regulations were revised to permit the participation of self-service gas stations. This required reconsideration of about 150 business applications in addition to the normal work load.

Special efforts were required in connection with studies for, and implementation of, such projects as the proposed speed limit increase to 60 or 65 miles per hour on rural Interstate routes, signing for technical colleges, consideration of fog mitigation on the I-526 Cooper River Bridge and lighting of the Martintown Road pedestrian underpass.

Safety Projects

The traffic engineering unit is responsible for program development of safety projects for both the hazard elimination (HES) and railroad grade crossing (RRP/RRS) programs. This work involves the collection of necessary data, identification of hazardous locations, conducting studies and establishing priorities for candidate projects.

Significant progress was made in developing procedures for the identification, selection and implementation of HES and RRP/RRS projects. Computerized listings of hazardous locations in each category were generated according to relative need for remedial action.

Of the 94 locations under consideration for HES funding, 21 of the top locations were evaluated from the standpoint of potential countermeasures and the expected cost/benefit of those measures. Four locations were approved for implementation.

Investigations at approximately 323 railroad crossing locations resulted in the authorization of 47 projects for crossing signals. To provide for better utilization of RRP/RRS funds, a railroad corridor program was developed to assist in identifying and selecting of groupings of rail-grade crossings that need improvement.

The railroad-grade crossing inventory and sight distance program was used to pinpoint deficiencies which were either considered for further action by the Department or referred to the responsible agency for correction.

Data gathered in this inventory were used to update the Department's files, which, in turn, were sent to the Federal Railroad Administration to be included in a computer-based priority

listing of statewide crossings. A Department-prepared computer listing provided for the most beneficial allocation of RRP/RRS funds.

Special Projects

Special projects begun or pursued included a range tracking program used to inventory and evaluate no-passing zones on two-lane rural highways, development of computer supervised and centrally controlled signal systems and proposed traffic flow improvement projects involving geometric modifications and access management.

Investigations pertinent to the accommodation of oversized trucks were conducted to evaluate the adequacy of primary routes as potential additions to the national truck network.

Plans were completed and work authorized on two signal systems: Two Notch Road near Columbia and Roper Mountain Road near Greenville.

Progress continued on cooperative projects in the cities of Columbia, Greenville and Spartanburg for major computerized signal systems.

For the Columbia system, all on-street hardware installations were completed; construction of a control center to house the central processing unit and electronic map neared completion, and the map wall was installed. Revised specifications for the fire pre-emption system were furnished to the contractor. Initial discussions were conducted concerning a signal system for downtown Anderson.

Policies and Standards

Uniformity in traffic control devices is important in reducing accidents and facilitating the orderly flow of traffic. The South Carolina Manual on Uniform Traffic Control Devices (SCMUTCD) which applies to all public roads and streets, establishes the basis for uniformity, and work continued to revise the publication as necessary to conform to national standards and to provide adequate guidance on the proper usage of such devices.

Various evaluations and recommendations were made in reference to route numbering, oversized truck routes, the fuel-saving traffic operations program, and special issues related to roadway guidance and safety.

A portion of U. S. 278 was re-signed as Route I-385, and AASHTO approved a designation of Temporary Route I-77 along Routes S.C. 277, I-29 and I-26.

Discussions were held with the National Park Service concerning the marking of the Overmountain Victory National Historic Trail in Spartanburg, Cherokee and York counties, and preliminary studies were undertaken in regard to marking the Savannah River Scenic Highway in Oconee, Anderson, Abbeville and McCormick counties.

Development began, in collaboration with the Chief Counsel,

on administrative regulations for the operation of a wider and longer trucks on South Carolina highways. A temporary policy on mailboxes on primary highways was issued, pending the preparation of a permanent standard.

A program was developed in cooperation with the Division of Energy and Environment, Office of the Governor, to identify and implement projects which benefit the direct conservation of energy, using energy overcharge funds. An initial funding grant was received for the "Fuel Saving Traffic Operations Projects" to be expended on signal systems; two in the Columbia area, one near Greenville and one at Conway which has been completed.

PLANNING

The federal aid highway legislation provides that 1.5 percent of each state's Interstate, primary, secondary, urban and bridge replacement apportionments be used for highway planning and research, including engineering and economic surveys and investigations, planning of transportation systems, highway usage studies, and research for planning, design, construction and maintenance of highways.

In 1985 the Commission authorized a study to determine the level and types of planning that the Department should have as well as the organization needed to conduct a statewide planning process. As a result of this study, data services was transferred from the traffic engineering section to the planning section and work began on development of a statewide plan and an implementation program. A detailed report of planning activities follows:

Statewide Planning

The transportation planning process has been conducted for a number of years in the eight urbanized areas and some smaller urban areas of South Carolina. Systems planning methodology is also being applied to other areas of the state as needs arise and special studies are requested. A truly statewide planning process is now in place.

Urbanized Area Planning

In the eight urbanized areas of Anderson (ANATS), Augusta (ARTS), Charleston (CHATS), Columbia (COATS), Florence (FLATS), Greenville (GRATS), Rock Hill/Fort Mill (RFATS), and Spartanburg (SPATS), the planning process has continued as in past years. A transportation improvement program and annual element have been maintained in each area in cooperation with the local metropolitan planning organization. A unified planning work program is developed for each area, detailing planning activities and funding for each fiscal year. The long-range transportation plans are updated periodically, special studies are conducted for analysis of specific problem areas, and information and assistance are provided to support implementation of the plan.

A special traffic impact study was completed in the South Aiken portion of the Augusta urbanized area. A major update of the Greenville plan continues, and a major update of the Spartanburg plan was begun. The planning process in each of the urbanized areas is certified according to federal regulations.

Small Urban and Corridor Planning

Planning activities were also conducted in Beaufort, Clemson, the Grand Strand area, Greenwood, Hilton Head and Sumter. An update of the long-range plan is underway in the Grand Strand. Assistance has been provided in development of the I-95/Myrtle Beach access routes. An evaluation of countywide transportation needs was completed in Beaufort, and a program of improvements based upon local priorities was adopted. A preliminary corridor study, including benefit/cost analysis of a connector between I-26 and I-85 in the upstate was conducted.

Route Planning and Systems

(A) Route Concept Reports. These reports are designed to ultimately provide a broad description of all major routes in the state. They will provide basic physical characteristics, traffic volumes and accident information, together with a concept as to the place of each route in future development.

The field work has been completed and all data from various inventory, county and accident records in the Department, have been gathered for the Interstate system. The data base programs for storing this information have been completed and some Interstate data has been entered.

The field work has been completed on the following U. S. routes: 1, 76, 221, 321 and 378. The additional data is being collected for these routes. A computer-generated report to provide accidents and fatalities from the highway safety records has been developed for use in this effort.

(B) State Highway System. The data processing office is developing an on-line data base program to provide information on the state highway system network. This information will provide a history as well as current additions, removals, and revisions approved by the Commission. As this program is completed, information will be maintained for use throughout the engineering division.

(C) Vehicle Speeds. Speeds are measured to certify compliance with the 55 miles per hour national speed limit. Below is a summary compiled from speed data collected during fiscal years 1985 and 1986.

Highway Type	Miles	Year	Average Speed	Percentage of Motorists Exceeding 55 mph	60 mph	65 mph
Interstate Urban	109	1985	56.1	72.4	27.4	5.5
		1986	56.6	76.4	28.6	5.9
Interstate Rural	647	1985	59.1	77.0	44.2	14.5
		1986	61.4	86.7	57.3	22.7
Other Principal And Minor Arterials, Urban	185	1985	49.4	18.2	2.3	0.4
		1986	49.1	13.9	2.6	0.5
Other Principal And Minor Arterials, Rural	4,281	1985	55.5	48.5	24.2	6.1
		1986	55.7	49.4	23.3	6.1
Major Collectors, Rural	7,034	1985	48.4	20.3	4.6	1.3
		1986	49.7	20.6	6.7	2.5
STATE TOTAL	12,256	1985	54.6	50.0	23.9	6.7
		1986	55.5	52.9	27.3	9.0

Note: Data not adjusted for speedometer variability or statistical error.

Strategic Planning

The Strategic Highway Plan for Improving Mobility and Safety (SHIMS) was developed, together with cost estimates, for the Department's legislative program. This plan was put together as a means of improving the state's transportation system as well as providing for broader economic development.

The Legislature has since enacted a modified version of this proposal, providing additional gasoline tax to fund a somewhat lower level of improvements than was proposed in SHIMS.

Fiscal analysis of revenues and expenditures continues on a regular basis as the office of planning moves toward developing

statewide priorities and a comprehensive statewide transportation improvement program.

Data Services

Traffic Count Program

The Department monitors traffic flow throughout the state. Mechanical counters are used to monitor changes in traffic patterns and volumes. Average daily traffic volumes are determined annually for the Interstate system, while other systems are determined from a randomly sampled network which is stratified by area, functional classification and volume group. Classification counts are made on all systems at select locations to determine the mix of vehicle types using the state's highways.

Road And Bridge Inventory

Computerized data bases provide information for planning and programming to meet highway needs. A continually updated inventory of roads on the state highway system is maintained.

As shown in Table 10, the state highway system, on June 30, 1987, totaled 40,562 miles compared to 40,393 miles on June 30, 1986.

A summary of the existing state highway system and other public road mileage as of Dec. 31, 1986, stratified by federal aid systems is as follows:

EXISTING HIGHWAY MILEAGE

	Interstate	State Primary	State Secondary	Not on State System	Total
Federal-Aid Interstate	789				789
Federal-Aid Primary		5,604	68	2	5,674
Federal-Aid Secondary		3,371	4,993	153	8,517
Federal-Aid Urban		309	823	38	1,170
Total Federal-Aid System	789	9,284	5,884	193	16,150
Non Federal-Aid		116	24,400	22,630	47,146
TOTAL	**789**	**9,400**	**30,284**	**22,823**	**63,296**

An inventory of approximately 9,100 bridges on the state and local systems of roads also is maintained.

Highway Performance Monitoring System

Data is collected and analyzed on sample sections of public roads, both state and local, as a basis for national policy decisions and/or Congressional action. This includes areas of needs, performance, usage and other areas determined to be of national importance. Field reviews are conducted on selected sample sections yearly, to monitor accuracy of the data base.

Mapping and Graphics

General highway maps of each county, city, town and small community showing the roads and streets maintained by the Department are drawn, updated and published on a continuing basis. Traffic volume maps of all counties, cities and larger towns are prepared and published periodically. A state traffic volume map of the rural state primary system is prepared and published biennially.

The Department prepares a multicolor state highway primary system map. Approximately one million copies are published as a folded tourist map for free distribution to the public by the South Carolina Department of Parks, Recreation and Tourism, as well as the Department. A larger wall version of this map measuring about three by four feet is produced and published by the Department biennially. It and all other maps published by the Department are available for a nominal charge to defray the cost of printing and handling.

Miscellaneous graphs, charts and illustrations for reports and meetings relative to the transportation planning process in urban and rural areas are prepared.

PRE-CONSTRUCTION

The director of pre-construction supervises the pre-construction management, right of way, road design, project development, bridge design and support services offices in the implementation of highway improvement projects within the state.

Pre-Construction Engineering Management

The pre-construction engineering management office consists of a pre-construction engineering management coordinator's section and a federal aid coordinator's section.

The pre-construction engineering management coordinator's section is responsible for maintaining the Federal Highway Administration's Section 105 annual work program. Also, this section helps develop and maintain a funding obligation schedule. This includes work authorizations distributed to the pre-construction sections on the various roadway and bridge projects. The annual highway construction budget is also developed for presentation to the South Carolina Legislature and Highway Commission. Reviews of clearinghouse and coastal permit applications

from other agencies are conducted.

The preconstruction engineering management section is the lead office in the Department for purchasing a computer-aided design system (CADD).

The pre-construction management coordinator is the project manager for the pre-construction project management system (PPMS). The first and second phase of this study has been completed. Plans are currently being developed for a third phase.

The federal aid coordinator's office maintains coordination between the Federal Highway Administration and the Department regarding about 30 categories of federal funds.

The staff also prepares requests for authorization for all phases of work for which federal funds are used, and assembles necessary documentations to support all requests (approximately 200 new projects for the fiscal year).

The federal aid office prepares preliminary estimates for all construction projects (state and federal funded) and completes the contract-detailed estimates which reflect the contractors' bid prices. These detailed estimates are used as a basis for the Department's allotment and accounting purposes. There were 283 contracts offered in the fiscal year.

The staff also prepares project agreements for reimbursement of federal funds and modified project agreements for reimbursement of federal funds on overruns and change orders (approximately 700 for the fiscal year). Project files are kept on each federally funded project to reflect all activities from the preliminary engineering stage to the final voucher stage. There are approximately 1,600 current files.

The federal aid voucher section processes progress, final, and supplemental vouchers to account for federal funds not claimed by the billing process. During the fiscal year, some 300 vouchers were processed.

The staff processed the necessary papers to obligate some $200 million of federal funds. They also prepared the necessary estimates to let some $375 million in state-funded projects.

The federal aid office maintains current financial data in the PPMS for an ongoing construction program from the preliminary engineering stage to the final voucher stage. This is done on all federal aid projects and all state projects except state secondary "C" projects.

The federal aid personnel keep current the Department's construction program, a set of road additions books and current historical records for all items, all of which reflect the action of the Commission at the monthly meeting. Also, federal aid keeps a set of FHWA program manuals current.

Federal aid personnel assemble information and prepare recommendations for the Commission for all items in the Department's construction program (approximately 60 items monthly), except the state secondary "C" program. They also distribute the monthly letting list (approximately 45-50 items monthly).

Right of Way

Expenditures for right of way, including payments for relocation assistance as provided under Title 28, South Carolina Code of 1976, in connection with construction programs during the year, amounted to $19,712,501 compared with $7,222,729 from the preceding year.

Right of way is acquired by purchase, gift and under power of eminent domain. Appraisals are prepared by qualified appraisers for the purchase of right of way. Right of way is purchased on all Interstate projects and on most projects designated as primary or urban. Right of way is purchased on some secondary projects, however, on most secondary projects (farm-to-market roads) right of way is acquired by gift.

Right of way expenditures for the past 10 years have been as follows:

YEAR	AMOUNT
1977-78	$11,419,254
1978-79	$17,735,900
1979-80	$12,178,472
1980-81	$ 5,090,715
1981-82	$ 3,055,849
1982-83	$11,770,638
1983-84	$14,199,717
1984-85	$18,648,482
1985-86	$ 7,222,730
1986-87	$19,712,501

Road Design

During the year an average of 87 persons were employed in the section, divided into 11 squads. Ten squads were engaged in design and preparation of road plans and one in printing and reproduction work.

Plans were completed for the following:

Interstate Routes: 11.2 miles, including right of way projects, grading and drainage projects and resurfacing projects on portions of I-20, I-20 Frontage Road, I-26, I-85, I-95, I-126, and I-385.

Primary and Urban Routes: 113.5 miles, including grading, drainage, surfacing, concrete curb and gutter, sidewalk projects, guardrail projects and demolition projects.

Secondary Roads: 186.7 miles, including grading, drainage, surfacing, concrete curb and gutter, and sidewalk projects.

Resurfacing: Sketch maps were completed for 2,179.2 miles.

Miscellaneous: 63.3 miles on projects including rest areas, bridge approaches, and numerous others.

The printing and reproduction squad produced maps and plans necessary to construct roads, bridges and other projects let to contract, and did miscellaneous printing for the road plans sec-

tion and other sections within the Department.

Project Development

This office is responsible for planning, organizing and directing all of the activities relating to highway improvement project development. It encompasses two sections: highway projects and preliminary design/secondary roads.

Highway Projects: This section is responsible for all projects throughout the state, including the development of highway improvements recommended in the comprehensive transportation plans of urban areas having populations greater than 50,000. Areas having comprehensive transportation plans include Anderson, Augusta, Charleston, Columbia, Florence, Greenville, Greenwood, Myrtle Beach (Grand Strand), Rock Hill/Fort Mill, Spartanburg and Sumter. The magnitude of work in these areas ranges from minor intersection improvements to multi-million dollar expressways such as the Golden Strip Freeway at Greenville, the Southeastern Beltway at Columbia and the Mark Clark Expressway at Charleston.

Preliminary Design/Secondary Roads: This section prepares preliminary geometric and pavement designs for all major highways and secondary projects in accordance with annual and long range programs. Secondary roads engineers provide engineering management for projects recommended for improvement in the state's "C" program.

Together, these two sections collect and furnish detailed information for proposed projects; participate in location and/or design public hearings; ensure each project complies with federal, state and local regulations; prepare layouts for field surveys; and coordinate all of the required activities for development of right of way and construction plans.

The project development office also is responsible for developing annual and longer-range highway projects schedules.

Bridge Design

During the fiscal year, 79 bridges were let to contract, 61 of which were designed by the Department's bridge design section at an estimated construction cost of $80,702,300. Eighteen bridges with an estimated total cost of $114,975,500 were designed by consultants. Miscellaneous expenditures amounted to $131,500. Thirty-four employees prepared bridge plans and other miscellaneous drainage structure work.

Major bridge structures which were let to contract included:

COUNTY	ROUTE	DESCRIPTION	LENGTH (FEET)	COST
Anderson	I-85	Replace seven interchange bridge structures	1,696	$ 5,895,800

COUNTY	ROUTE	DESCRIPTION	LENGTH (FEET)	COST
Berkeley-Charleston	I-526	Twin bridges over Cooper River including urban section	27,050	$137,715,100
Greenwood-Laurens	S.C.72 & U.S. 221	Replace bridge over Lake Greenwood	1,005	$ 2,485,700
Lexington-Richland	I-20	Widen 11 bridges along Route I-20	5,737	$ 10,595,300
Richland	S.C. 77	Eleven new bridges	6,264	$ 8,128,000

By programs, the structures designed were:

PROGRAM	NO.	LENGTH (FEET)	COST
Federal Aid Interstate	40	45,863	$170,893,900
Federal Aid Primary	8	2,076	$ 4,470,300
Federal Aid Urban	1	240	$ 443,400
Federal Bridge Replacement	27	6,649	$ 16,142,900
Federal Bridge Rehabilitation	2	7,990	$ 3,352,000
State Primary and Secondary	1	90	$ 375,300
TOTALS	79	62,908	$195,677,800

Support Services

The support services engineer supervises the environmental section, hydraulic section, surveys section and the utilities section in addition to providing engineering assistance and technical expertise to the legal section.

An average of about 125 persons provide the framework of this office. The functions and duties of each section are outlined as follows:

Environmental Section

The environmental section is responsible for Department compliance with federal, state and local environmental laws and regulations relating to highway construction and improvement projects.

The studies conducted and reports prepared by the environmental section must meet all requirements, directives and guidelines of the Federal Highway Administration and other federal agencies.

These include the National Environmental Policy Act, Section 4(f) of the U. S. Department of Transportation Act, Section 106 of the Historic Preservation Act, Farmland Protection Policy Act, and

the Endangered Species Act.

The environmental study process is an evaluation of the social, economic and environmental effects of highway projects. The process involves assessments of air quality, noise impacts, water quality and wetland identification and impacts. Also, sociological, biological, economic, historical and archaeological evaluations and reports must be produced to ensure thorough analysis of all environmental effects..

Environmental studies are made for proposed highways on new locations as well as for improvements to existing roads and bridges. Reports of these technical studies are distributed to federal, state and local agencies and environmental and other interested groups for review and comment. The information gained from the studies and review process is used by the engineering staff in helping to better locate and design proposed projects.

The section also is responsible for processing U. S. Army Corps of Engineers, U. S. Coast Guard, Federal Energy Regulatory and state permitting actions relative to highway and bridge construction, and for scheduling, advertising and conducting public hearings on highway projects advanced by the engineering division's pre-construction section.

The environmental section staff is very small and thus several of its members by necessity perform the dual function of providing technical expertise while also gathering data and performing research and report writing. A major part of the environmental section's responsibilities is to maintain coordination and cooperation with federal, state and local agencies and groups involved with environmental issues.

Hydraulic Engineering Section

This section provides hydrologic and hydraulic engineering for the design of roadway drainage and bridges, ranging from simple storm sewer systems and outfall ditches to bridges over major rivers, including multi-barrel culverts, detention basins, energy dissipaters, and open channels. The section reviews all consultant plans for hydraulic design, reviews encroachment permits submitted by developers, and conducts special studies requiring hydraulic expertise.

Where roadways encroach on flood plains and regulatory floodways, the section insures compliance with all regulations and ordinances. Coordination with the Federal Emergency Management Agency is also provided when a roadway project requires the redefining of a floodway boundary.

A special function assigned to the section is the provision of engineering and technical support to the Department's legal office in the form of court exhibits and expert testimony.

During the year, the section completed the following projects:

Bridge studies	20
Roadway drainage studies	25
Combined bridge and roadway studies	2
Reviews of consultant studies	3
Special drainage studies	8

Surveys Section

The surveys section consists of 18 survey crews located throughout the state.

This section provides the field information needed for the design and development of highway projects ranging in magnitude from secondary roads to complex urban freeways and expressways such as the Southeastern Beltway (I-326/I-77) in Columbia and the Mark Clark Expressway (I-526/S. C. 31) in Charleston.

During the year, the section completed 470 miles of field surveys on roads throughout the state as classified below:

Interstate	28
Transportation Studies	31
Primary	187
Secondary	224

Utilities

The number of executed agreements for relocation of utility poles, underground transmission cables, pipelines, water mains and other items necessary in the construction of highways throughout the state decreased, and the total estimated cost increased.

While a large number of installations are covered by encroachment permits, an appreciable number of these installations occupy right of way acquired from private owners. Where companies have prior rights of occupancy, the Department must bear the cost of making adjustments necessary for proposed highway construction.

While copies of all encroachment permits are placed in the Department's files, records are not compiled on the number issued, and cost records for rearrangements of this nature are not required of utility companies.

During the fiscal year, the Department paid utility companies $2,559,042 for making 267 adjustments to their facilities. The Department also entered into a total of 228 agreements with these companies to adjust their facilities at an estimated cost of $5,430,706.

The need for funds for utility relocations is a direct product of the size of the road construction program.

Railroad Grade Crossings

Accidents at railroad crossings have been a matter of public concern for many years. As a result of the Safety Improvement Program provided for by the 1973 and 1976 Highway Acts, there has been increased emphasis in this area by the Federal Highway Ad-

ministration resulting in added interest by the railroad companies in a program for protecting as many crossings with automatic signaling devices as conditions warrant.

The following table gives a comprehensive view of what has been accomplished during the past five fiscal years:

	Programmed		Under Agreement			
Fiscal	No.	Amount	No.	Amount	Completed	Expended
1982-83	88	$3,820,000	76	$3,344,346	79	$4,260,469.42
1983-84	72	$3,390,000	69	$3,368,158	88	$4,650,411.12
1984-85	2	$ 94,000	37	$1,883,052	33	$2,097,397.45
1985-86	47	$2,537,900	12	$ 756,500	19	$1,489,290.04
1986-87	48	$2,627,000	34	$1,958,630	22	$1,728,057.19

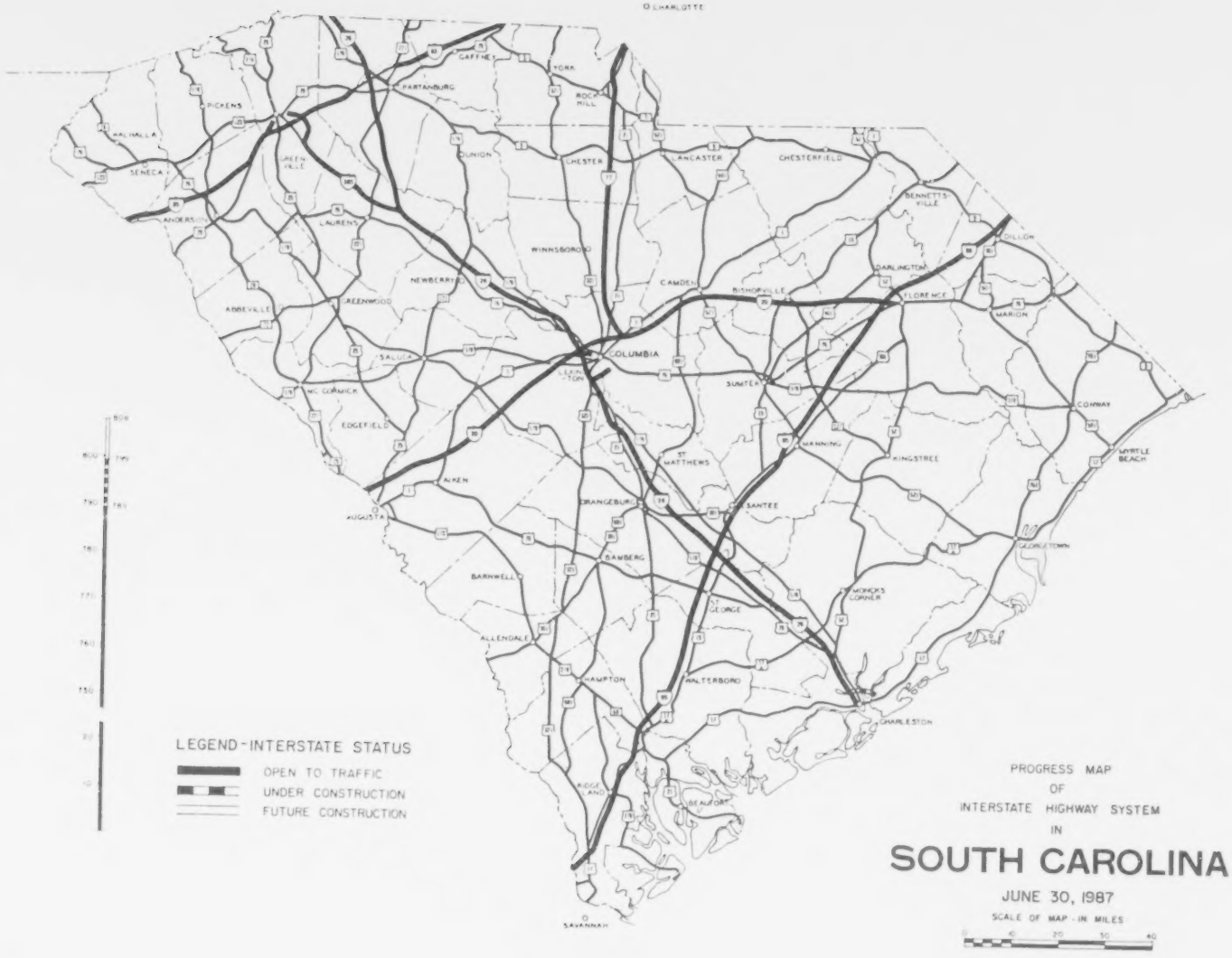
To continue the railroad flashing light signal program along the lines of past years, approximately $3 million per year will be needed. Under the rail-highway safety program, 90 percent of this would be federally funded with the state providing the remaining 10 percent for roads in the state system.

CONSTRUCTION

During fiscal year 1986-87, construction contracts awarded for roads and bridges on the federal aid primary, urban and Interstate systems amounted to $225,900,669. Contracts awarded on the state primary system amounted to $21,833,496. Contracts awarded on the secondary systems, both state and federal aid, amounted to $44,975,352.

Work on the Interstate system is funded on a 90-10 percent federal-state basis. The federal aid secondary and primary programs are funded with the federal-state shares ranging from 90-10 to 75-25. The state secondary and primary programs are financed entirely with state funds.

Federal aid forest highways, streets, roads and driveways in state parks and at state institutions are also a part of the construction program.


CHARLOTTE
GAFFNEY
YORK
ROCK HILL
PICKENS
SPARTANBURG
WALHALLA
SENECA
GREEN VILLE
UNION
CHESTER
LANCASTER
CHESTERFIELD
BENNETTS VILLE
DILLON
ANDERSON
LAURENS
WINNSBORO
CAMDEN
DARLINGTON
NEWBERRY
BISHOPVILLE
FLORENCE
MARION
ABBEVILLE
GREENWOOD
COLUMBIA
SALUDA
LEXINGTON
SUMTER
MC CORMICK
EDGEFIELD
CONWAY
MANNING
KINGSTREE
MYRTLE BEACH
ST MATTHEWS
AIKEN
ORANGEBURG
SANTEE
AUGUSTA
GEORGETOWN
BAMBERG
BARNWELL
MONKS CORNER
GEORGE
ALLENDALE
HAMPTON
WALTERBORO
CHARLESTON
BEAUFORT
SAVANNAH
LEGEND - INTERSTATE STATUS
OPEN TO TRAFFIC
UNDER CONSTRUCTION
FUTURE CONSTRUCTION
PROGRESS MAP
OF
INTERSTATE HIGHWAY SYSTEM
IN
SOUTH CAROLINA
JUNE 30, 1987
SCALE OF MAP - IN MILES
0 10 20 30 40

Interstate System

Major contracts were awarded for work on I-85 at U. S. 221, which included reconstruction of the interchange, relocation of the U. S. 221 bridge and frontage roads; on I-85 in Anderson County from U. S. 29 to S. C. 153 involving grading, drainage, widening to six lanes, including improvements to overpasses and bridges; and on I-20 from S. C. 215 to U. S. 378 in Richland and Lexington counties, involving grading, drainage, widening to six lanes, including improvements to the Broad River Bridge, and the U. S. 378 interchange.

A contract for the construction of a new interchange at I-95 and U. S. 278 near Ridgeland was awarded. Also on I-95, work was let for milling and resurfacing from the Georgia State Line to south of U. S. 17; and in the northbound lane only from Lynches River to south of S. C. 527 in Sumter and Clarendon counties.

In the Columbia area, a contract for grading, drainage and paving of I-77 (Southeastern Beltway) from S. C. 48 to U. S. 76/378 was awarded. Work also began on the widening of I-126 to eight lanes from the Broad River to near Bush River Road. This work included reconstruction of the Greystone Boulevard interchange.

Primary System

During the year, several contracts were awarded for safety improvements at the intersection of primary roads. This work included minor widening to provide for turning lanes, improvements to sight distance by changing alignment, grades and removal of obstructions. Many of these improvements were in conjunction with the installation of traffic signals.

Improvements in safety were also made by installing guardrails to protect the motorist from roadside hazards. New type thrie beam guardrail was installed at many bridge approaches throughout the primary system. In some cases, old-type deficient guardrail was replaced with the latest design, in conjunction with repaving of the road.

There were 29 contracts awarded for resurfacing on the primary system. A total of 361 miles were resurfaced during the fiscal year.

Major construction projects for reconstruction on the primary system included the following:

County	Route	Description
Aiken	S.C. 230 (Martintown Rd.)	Widening, grading, drainage with curb, gutter and sidewalk from Road S-292 to Road S-1796.
Fairfield	U.S. 321, S.C. 269 and S.C. 34	Widening, grading and drainage at and near the new Mack Truck facility.

County	Route	Description
Dorchester	S.C. 262	Widening, grading and drainage from Road S-62 to Dorchester Creek.
Union	U.S. 176	Asphalt concrete paving from U.S. 176 Bypass to Road S-12.
Charleston	S.C. 31	Grading, drainage and paving on Mark Clark Expressway from Road S-771 to Airport Access Road.
Anderson	U.S. 76/S.C. 28	Widening, grading and drainage on Anderson Mall Road and Clemson Boulevard
Fairfield	S.C. 34	Widening, grading and drainage from Road S-34 to Simpson.
Sumter	S.C. 120	Widening, grading and drainage from S.C. 763 to Road S-745.
York	U.S. 21/S.C. 121	Widening, grading and drainage from Southern Railroad to U.S. 21 Business.
Sumter	U.S. 76/378	Construction of a Park and Ride Lot near the intersection of S. C. 261.

Bridge Construction

Sixty projects were completed during the fiscal year. Major bridges completed include:

County	**Route**	**Description**
Dillon	S.C. 9	Replace bridge over Little Pee Dee River and overflow bridge near Dillon
Lexington	I-326/I-26 Interchange	Construct five bridges at Interchanges in Columbia
Charleston	S.C. 31	Construct six bridges on Mark Clark Expressway. Twin overpasses over Dorchester Road, West Montague Avenue and Paramount Street in Charleston

County	Route	Description
Sumter	U.S. 521	Construct new bridge and replace existing bridge over Rafting Creek and construct an underpass under S.C. 441 near Sumter
Richland	Columbia Railroad Relocation Project	Construct five bridges in Columbia over Taylor, Hampton, Huger, Laurel and Gervais streets
Lexington-Richland	I-20, I-26, I-126 Interchange	Construct five bridges, widen and reconstruct five bridges in the I-20, I-26 and I-126 interchange in Columbia
Horry	S.C. 9	Construct bridge over Waccamaw River and Swamp and replace bridge over Waccamaw River near North Myrtle Beach
Dillon	U.S. 501 Bypass	Construct underpass under Line E on U.S. 501 Bypass near Marion
Laurens	I-26	Widen and rehabilitate twin overpasses over SCL Railroad and frontage road near Clinton
Newberry	I-26	Widen and rehabilitate twin overpasses over Southern Railroad near Prosperity.

Research And Materials Laboratory

The Department maintains a central research and materials laboratory at Columbia and district testing laboratories at Greenville, Florence and Charleston, employing a total of 87 full-time and part-time engineers, technicians and support personnel. They inspect, test and evaluate materials used in construction and maintenance of roads, bridges and buildings.

A total of 24,178 samples were tested at the four laboratories and numerous other materials such as structural steel, concrete pipe, prestressed concrete and asphalt concrete were inspected at production plants in North Carolina, South Carolina, Georgia, Florida, Virginia, Pennsylvania and Texas prior to shipment to Department projects. Laboratory personnel designed portland cement concrete, asphalt concrete and cement-modified subgrade mixes.

Training programs to certify asphalt plant and road inspectors concrete inspectors and nuclear moisture-density gauge operators were conducted. Seminars on concrete and asphalt construction were conducted in each district for resident construction engineers and senior technicians. Subsurface soil investigations were performed on proposed projects and the results were analyzed for use in highway design, bridge design and construction.

Pavements and bridge decks were tested and evaluated for pavement friction and roughness characteristics. A survey of the condition of the asphalt concrete pavement structure on the interstate system continued.

Research studies dealing with problems of interest to the Department continued. In addition to small-scale, in-house investigations, major research projects were conducted by Clemson University, the University of South Carolina, the U. S. Geological Survey and the Department.

Rest Area and Information Centers

The rest area facilities on I-77 in Chester County, the sewer treatment plant on I-26 in Calhoun County and a new restroom facility on I-95 in Jasper County were awarded to contract during the fiscal year.

Plans were completed for rest area facilities on I-26 in Calhoun County and I-85 in Cherokee County.

HIGHWAY MAINTENANCE

Expenditures for maintenance of the state highway system for fiscal year 1986-87 are reflected in the following tabulation. For comparative purposes, expenditures for fiscal year 1985-86 also are shown.

Item	1985-86	1986-87	Percent Increase Or Decrease
Direct cost of maintenance including labor, materials, supplies and supervision	$ 80,565,340	$ 82,628,975	2.56
Retreatment	23,471,247	23,809,371	1.44
Subtotal	$104,063,586	$106,438,346	2.28
Purchase of new equipment	9,114,130	9,717,100	6.62
TOTAL	$113,150,716	$116,155,446	2.66

The average regular maintenance cost per mile for Interstate roads was $ 7,744, for primary roads $2,718, for secondary roads $1,655 and for all roads $2,019. The mileage of the highway system increased from 40,393 to 40,580, an increase of 187 miles.

An average force of 3,172 maintained the highway system during the year, including all operations except large resurfacing projects which are handled more economically by contract. A total of 830.5 miles were resurfaced in this way and 1,355 miles were resurfaced by maintenance forces.

Traffic services, which consist of signs, signals, pavement markings, etc., cost $14,368,744.

A summary of some of the activities show that maintenance forces installed 231,321 linear feet of pipe lines, mowed 176,207 miles of right of way, hauled and placed 1,295,419 cubic yards of earth material, painted 16,272 miles of traffic lines, erected 106,778 signs, hauled and placed 191,660 tons of bituminous material and painted 148 pieces of maintenance equipment.

The construction and reconstruction of bridges on the secondary system is generally a function of the maintenance forces. Precast concrete bridges in 15-foot spans with varying widths of travelway are being used extensively. During the year, 12 bridges were erected with a total length of 690 feet. Precast prestressed concrete bridges of 30-foot and 40-foot spans also were constructed by maintenance forces. Seven bridges of this type, totaling 600 feet, were erected. Both types of bridges replaced obsolete timber bridges on the secondary system.

HIGHWAY MAINTENANCE COSTS BY SYSTEMS
FOR YEAR ENDED JUNE 30, 1987

	Rural	Urban	Total
Regular maintenance:			
Interstate	$ 5,050,562	$ 313,695	$ 5,364,257
Primary	20,801,329	1,695,415	22,496,744
Secondary	42,111,476	2,082,994	44,194,470
Total direct cost	$67,963,366	$4,092,104	$72,055,471
Indirect maintenance cost			9,703,610
Total regular maintenance			$81,759,081
Extraordinary maintenance			
Interstate	$ 3,562	$ 2,431	$ 5,993
Primary	517,187	181,239	698,427
Secondary	176,063	(10,589)	165,474
Total direct cost	$ 696,813	$ 173,081	$ 869,894
Indirect maintenance cost			$
Total extraordinary maintenance			$ 869,894
Retreatment			
Interstate	$ 5,235	$ 16,311	$ 21,547
Primary	5,065,419	1,372,069	6,437,488
Secondary	14,664,125	2,686,212	17,350,336
Total retreatment	$19,734,780	$4,074,591	$23,809,371
Grand total			$106,438,346

Landscaping

Landscaping and irrigation work at the rest areas on I-95 in Sumter County was completed in fall, 1986. Beautification plans for the I-26/I-126 interchange in Richland County were completed.

Plans were completed for landscaping the Department's vehicle services offices in Newberry, Spartanburg and Walterboro, the Patrol offices in Bamberg and Walterboro, the engineering office in Darlington and the district office in Greenville.

Maintenance forces planted 650 crape myrtles and 500 redbuds grown for the Department by the Forestry Commission. These seedlings were planted along I-95 in Dillon and Orangeburg counties.

Outdoor Advertising Control

During the year, eight nonconforming advertising signs were acquired. Also, 180 illegal signs were removed.

Of the 22,000 signs subject to control originally, there remain some 7,900 signs, of which 5,500 are situated in areas that conform to the law. These will be allowed to remain.

Junkyard Control

The Department continued to implement the provisions of the junkyard control law for all yards on the Interstate and federal aid primary systems.

There are 566 such yards within the state, of which 115 have been screened; 148 are illegal, and the remaining 303 must be screened or removed by the Department.

TRAFFIC LAW ENFORCEMENT DIVISION

The law enforcement division is responsible for enforcement of motor vehicle and traffic laws and driver license laws. Specialized units within the division enforce motor vehicle dealer laws and size and weight restrictions. These enforcement activities are planned and conducted by applying approved enforcement techniques and procedures.

Selective Enforcement

The South Carolina Highway Patrol for the method and purpose of reducing all types of motor vehicle accidents, fatalities, personal injuries and property damage, uses a proven scientific system "the selective enforcement index" in applying the proper enforcement at the time, day and location needed on the state's highway system.

Radar

The Highway Patrol uses KR-10 moving radar extensively on a 24-hour basis. Radar is an effective tool in detecting violations of the state's speed laws.

Radar classes are conducted at the Criminal Justice Academy, and the units are calibrated frequently by qualified Department technicians.

Arrests, Convictions and Fines

The Highway Patrol made 403,534 arrests for traffic law violations, resulting in 397,933 convictions. This represents a conviction rate of 99 percent.

The state's counties and municipalities in which the cases

were made received $21,089,473 in fines assessed by the courts as a result of traffic law violations. The most numerous violations were:

1. Speeding over 10 mph above posted limit..... 168,636
2. Speeding under 10 mph above posted limit..... 81,350
3. Driver license violations..... 18,160
4. Violation of vehicle inspection law..... 17,538
5. Driving under the influence (DUI)..... 12,779
6. No vehicle license..... 11,892
7. Failure to yield right of way..... 10,849

The Patrol also issued 384,425 warnings for minor traffic law violations.

DUI Enforcement

Driving while under the influence of intoxicants is a leading factor in accidents. The Patrol places high priority on removing the intoxicated driver from the highways. The Patrol strives to develop and participate in programs such as Combined Accident Reduction Effort (C.A.R.E.). The C.A.R.E. program is a multi-state program of law enforcement agencies committed to the goal of accident reduction, with the primary focus on alcohol-related offenses.

The Patrol also participates in the Scared Stiff program. This is a joint effort to reduce the number of high school students who are involved in alcohol-related accidents.

The Patrol provides the instructional staff who visit high schools throughout the state. "Scared Stiff" is a dramatic presentation combining color slides of alcohol-related accidents, with the research events leading up to the accidents.

The Patrol contacted and conducted 13 different schools, presenting the program to 2,430 students, during the fiscal year. The program is continuing and has proven to be very successful.

Size and Weight Enforcement

The size and weight enforcement unit, consisting of 40 uniformed personnel, is responsible for enforcement of traffic laws relating to size and weight. The unit also enforces laws concerning vehicle registration, driver license violations, vehicles operating in unsafe condition, the new International Registration Plan (IRP), and other traffic law violations.

The unit uses 11 fixed scales on highways with high volume truck traffic. Portable scales are used to cover other highways.

The unit made 23,505 arrests during the year, an increase of 1,024 over the previous year, and collected $1,075,883 in criminal penalties, $350,883 in civil penalties, and $50,505 in fuel permit violation fines.

The unit's activities were as follows:

Exceeding license tonnage	4,463
Exceeding axle weight	3,404
Exceeding gross weight	5,548
Over width, length or height	2,259
Violation of special permit	59
Improper use of license plates	98
No vehicle license	720
No registration card in possession	576
No fuel marker displayed	3,568
Defective or no safety equipment	945
No driver license in possession	118
Violation of classified driver license	630
Speeding	86
Improper passing	29
Driving under the influence of intoxicants	22
Driving under suspension	55
Disregarding sign or signal	53
Spilling load	115
Other violations	757

Highway Patrol Investigative Unit

The investigative unit is a newly-formed division of the Highway Patrol, consisting of 17 uniformed investigators.

The primary function of the unit is to enforce the motor vehicle dealer and wholesaler laws, as well as complaints by the public against motor vehicle dealers (most of them concerning vehicle registration problems and failure to deliver titles). The unit is actively investigating auto theft and odometer rollbacks.

The activity of the unit's first eight months is summarized as follows:

Total violators convicted	1,622
Dealer inspections	503
Total fines	$ 182,103
*Reimbursements to the Department	$ 59,275
Stolen vehicles recovered	209
Value of stolen vehicles	$ 1,971,090
Salvage titles recovered	7,950

The unit also made 16 arrests for auto theft.

*Reimbursements is money paid to the Department by dealers/wholesalers for expenses incurred during the investigation of their dealership.

Summary

The Highway Patrol concluded its 1986-87 fiscal year with 863 uniformed personnel, including 110 new trainees hired in September 1986 and March 1987.

MOTOR VEHICLE DIVISION

Licenses And Registrations

Motor vehicle registrations for the fiscal year which ended June 30, 1987, totaled 2,373,458, an increase of 2.73 percent over the prior year's total of 2,310,522.

During the fiscal year, automobile registrations increased 2.61 percent or 44,328, while truck registrations increased 4.38 percent or 22,638.

An analysis of the total registrations by vehicle type and a comparison with compatible types for the previous year follow:

	License Year 1986-87	License Year 1985-86	Percent Increase 1986-87 Over 1985-86	(Decrease) 1985-86 Over 1985
Automobiles	1,740,858	1,696,530	2.61	4.45
Trucks	527,597	507,086	4.05	7.42
IRP trucks in state	11,478	9,351	22.75	--
IRP trucks out of state	--	--	--	--
Trailers and semi-trailers	27,644	28,103	(1.56)	9.13
Apportioned trailers	1,188	1,389	(14.47)	--
Permanent trailers	678	--	--	--
Utility trailers	1,006	1,022	(1.57)	(6.15)
House trailers	122	131	(6.87)	6.50
Camper trailers	23,815	24,156	(1.41)	6.83
Buses	4,292	4,253	.92	12.84
School buses	540	636	(15.09)	.63
Motorcycles and scooters	34,220	37,865	(8.63)	2.01
Totals	2,373,458	2,310,522	2.72	5.63

Registrations for the 1986-87 fiscal year through June 30, 1987, increased .62 percent over those of the corresponding period of the previous year as follows:

	To June 30 1987	To June 30 1986	Percent Increase (Decrease)
Automobiles	871,475	865,305	.71
Trucks	230,961	222,819	3.65
IRP trucks in state	5,614	9,351	(39.96)
IRP trucks out of state	--	--	--
Trailers & semi-trailers	4,579	5,114	(10.46)
Apportioned trailers	736	1,389	(47.01)
Permanent trailers	243	--	--
Utility trailers	233	252	(7.54)
House trailers	24	19	26.32
Camper trailers	6,173	6,712	(8.03)
Buses	955	1,058	(9.74)
School buses	473	560	(15.54)
Motorcycles & scooters	12,049	13,903	(13.34)
Totals	1,133,515	1,126,482	.62

Registrations By Years 1982-87

License Year Ended	Total Registrations	Increase (Decrease) Over Preceding Year Number	Percent
Dec. 31, 1982	2,033,274	(12,184)	(0.60)
Dec. 31, 1983	2,121,810	88,536	4.35
Dec. 31, 1984	2,187,378	65,568	3.09
June 30, 1986	2,310,522	123,144	5.63
June 30, 1987	2,373,458	62,936	2.72

Vehicle Classes

Vehicles weighing 3,000 pounds and less have shown a steady increase during the past four years. Registrations in this weight range have increased from 37.5 percent in 1983 to 43.1 percent in 1987. Registrations in private passenger vehicles weighing from 3,001 pounds to 3,500 pounds continue on an upward trend amounting to 24.9 percent of the total automobile registrations for the 1986-87 fiscal year. Registrations of automobiles weighing over 3,500 pounds have shown a decrease from 40.8 percent in 1983 to 32.0 percent in 1987.

The following tabulation shows that there has been a substantial increase in trucks registered in the farm truck license plate class.

Passenger Vehicles (vehicle weight)	Percentage of Vehicle Type 1983	1984	1985-86	Totals 1986-87
3,000 lbs. and less	37.5	39.0	41.5	43.1
3,001 lbs. to 3,500 lbs	21.7	22.5	24.0	24.9
Over 3,500 lbs.	40.8	38.5	34.5	32.0
Trucks (licensed gross vehicle weight)				
10,000 lbs. GVW and less	83.4	83.9	83.2	83.3
11,000 lbs. to 20,000 lbs. GVW	2.6	2.5	2.6	2.5
Over 20,000 lbs. GVW	6.8	6.7	6.4	6.2
Farm trucks	6.4	6.2	7.1	7.3
Special mobile equipment	.8	.7	.7	.7

Vehicle Registration Receipts

The total of $100,568,742 collected in fees, penalties and postage derived from vehicle and dealer registrations, use and excise tax collections and driver license activities during the fiscal year ended June 30, 1987, was an increase of 8.18 percent compared with the prior year.

	Fiscal Year 1986-87	Fiscal Year 1985-86	Increase (Decrease) 1986-87 Over 1985	Increase (Decrease) 1985-86 Over 1984
Vehicle registration receipts:				
Automobiles	$28,062,903	$27,631,465	1.56 %	71.39 %
Trucks	18,613,068	19,324,171	(3.68)	(10.05)
IRP trucks in state	5,047,385	4,300,848	17.36	--
IRP trucks out of state	4,919,737	--	--	--
Trailers and semi-trailers	290,188	285,982	1.47	(12.71)
Apportioned trailers	15,476	13,860	11.66	--
Utility trailers	5,445	5,495	(.91)	(34.86)
House trailers	798	828	(3.62)	(8.00)
Camper trailers	129,236	132,031	(2.12)	2.60
Buses	111,692	110,656	.94	7.95
IRP buses	--	--	--	--
School buses	536	630	(14.92)	3.62
Motorcycles and scooters	194,690	215,967	(9.85)	362.88
TOTALS	$52,488,993	$52,021,933	10.39	36.10

	Fiscal Year 1986-87	Fiscal Year 1985-86	Increase (Decrease) 1986-87 Over 1985	Increase (Decrease) 1985-86 Over 1984
Miscellaneous receipts:				
Dealer demonstration	588,240	524,551	12.14 %	7.55 %
House trailer transporter	625	476	31.30	95.89
Bus (in lieu license fee)	2,930	31,606	(92.60)	(44.67)
Registration transfers	703,287	669,129	(5.10)	(14.80)
Title fees	4,521,090	4,484,820	.81	71.67
Penalty fees	1,953,825	2,446,492	--	82.03
Dealer permit	272,650	241,250	13.02	6.30
Postage reimbursement	144,731	126,592	14.33	7.87
Vehicle inspection certificate	1,243,802	1,218,729	2.06	7.41
Vehicle inspection license	32,340	35,100	(8.53)	12.21
Vehicle identity and safety fee	145,800	19,825	735.44	100.00
Temporary farm permit	1,725	50	34.50	(96.11)
Temporary plate	66,200	55,900	18.43	47.69
Driver license fees	5,292,785	6,359,517	(20.15)	149.72
Beginner permit fees	275,416	273,682	.63	2.36
Provisional driver's license	22,605	23,895	5.71	(3.77)
Identification card fees	196,355	161,610	21.50	76.72
Driver license knowledge test fees	547,274	550,524	(.59)	3.78
Personalized plate fees	337,140	306,045	10.16	9.01
*Duplicates and miscellaneous fees	8,196,669	6,697,440	22.39	--
Casual excise tax	11,049,916	10,699,634	3.27	16.30
Use tax	6,685,141	6,040,086	10.68	(12.73)
Totals	$ 43,160,010	$ 40,966,953	5.35	32.52
Total fees	$100,568,742	$ 92,970,886	8.17	34.50

* The cashier, Highway Department receipted $12,201,913.87 of the fees collected.

Passenger vehicles accounted for 73.35 percent of the total registered for the fiscal year ended June 30, 1987, and yielded 48.88 percent of the registration fees collected. Truck registrations amounted to 22.71 percent and accounted for 49.78 percent of the fees collected.

Other License Activities

	Number of Transactions for Fiscal Year 1986-87	1985-86	Percent Increase (Decrease) 1986-87 Over 1985-86	Percent Increase (Decrease) 1985-86 Over 1984
Dealer demonstration plates	29,500	26,307	12.14	7.67
House trailer transporter	88	66	33.33	94.12
Registration transfers	234,429	223,043	5.10	(14.80)
Duplicate registration cards	30,205	29,604	2.03	13.51
TOTALS	294,222	279,020	5.45	(10.67)

Driver Examination And Licensing

During the year, 534,528 applications were made for driver licenses, re-examinations, beginner permits, renewal licenses and permits, and duplicate licenses.

Of these, 137,749 were for first-time driver licenses. All applicants were tested for visual acuity and knowledge of traffic rules, regulations and road signs and were required to demonstrate behind-the-wheel skills, except the 61,457 holding a valid out-of-state license.

Cause of failure for driver license and beginner permits	Percentages 1985-86	1986-87
General knowledge and knowledge of road signs	27.9	31.5
Impaired vision	2.7	2.6
Lack of driving skills	35.9	55.2

In 273,637 examinations for driver licenses and beginner permits, 196,178 applications were approved and 77,459 (28.3 percent) rejected. Also, 76,176 permits were renewed, making a total of 137,749 permits issued. A total of 39,271 identification cards were issued or renewed for a fee of $5 each. These are valid for five years. A total of 4,480 provisional licenses were issued for a fee of $5 each, which are valid for not more than six months from the date of issue. Also, 1,784,849 motor vehicle inquiries were sold for a fee of $4 each. Total revenue from those three items was $13,473,831.

Summary of Driver License Activities And Driver Improvement
Fiscal Year July 1, 1986-June 30, 1987

	TOTAL
Regular driver licenses	61,159
Beginner permits	61,534
Renewal driver licenses	393,402
Renewal permits	76,174
Change of name, address, etc.	139,291
Identification cards	39,271
Provisional driver licenses	4,480
Duplicate driver licenses	102
Medical re-examinations, including for four or more accidents within 24 months	28
TOTAL	775,441
Classified licensing program	
Companies certified to participate in safety officer program as of June 30, 1987	313
Safety officers as of June 30, 1987	572
Driver improvement	
Caution letters	82,907
Notification letters	7,664
TOTAL	91,456

Summary of Driver License and Driver Improvement
Fiscal Year July 1, 1986-June 30, 1987
-- Continued --

Point system suspensions rescinded.....	2,433
Drivers remaining under suspension.....	840
No review requested.....	3,273
TOTAL	6,546
GRAND TOTAL.....	873,443

License Withdrawals

A total of 95,209 drivers had their driving privileges withdrawn. Driving under the influence of intoxicants or drugs was the leading cause, resulting in 22,541 license withdrawals. There were 4,858 suspensions under the point system, 188 suspensions for reckless driving convictions and 17,235 suspensions under the Financial Responsibility Act, and 29,364 suspensions as a result of the Non-Resident Violator Compact Law.

The Department mailed warning letters to 82,907 drivers who had accumulated six or more demerit points and to 8,831 individuals who had accumulated two major violations or seven minor violations, thereby putting themselves in the position of being declared habitual offenders.

Driver Improvement/Classified License

The driver improvement/classified license section scheduled 3,273 point system hearings during the year. A total of 2,433 point suspensions were reinstated and 840 point suspensions were left in force. A total of 777 hearings were scheduled for accident-prone drivers, and 1,371 new medical cases were added to the files.

The classified license safety officer program included 572 safety officers and 313 companies. Nine new companies were added this year along with 112 new safety officers. Of the total 313 companies listed, 296 were inspected by the Department to assure compliance with Department requirements. Company safety officers approved 1,056 applicants for Class 2 or 3 driver licenses.

Financial Responsibility

Automobile liability insurance coverage is compulsory for every motor vehicle subject to registration in this state. The vehicle owner must certify proof of liability coverage for the vehicle at the time of registration and maintain this coverage for the duration of the license year or surrender the vehicle license(s) and registration certificate(s) to the local motor vehicle services office. Under the provisions of the statute, the

minimum limits of liability insurance policies issued in South Carolina are $15,000/$30,000/$5,000 as well as providing uninsured motorist protection.

In accordance with the act, during the 1986 vehicle license year, 520,892 notices of suspension of vehicle license(s), Form FR-4(a), were sent to vehicle owners because of liability insurance cancellations. Of these, 276,707 recertified their proof of insurance. The Department collected $504,200 in reinstatement fees, which involved 20,168 suspended vehicle registration privileges.

Reports of 130,792 motor vehicle accidents were filed for accident records and statistical research. The Highway Patrol issued 98,743 notices of requirement of liability insurance verification, Form FR-10. All other law enforcement agencies in conjunction with motor vehicle accident investigations and other routine duties, issued 119,278 Forms FR-10.

The Department collected $290,034 for requested copies of investigating officer's reports. A $3 fee was charged for each report.

Notice of suspension of vehicle license(s) - FR-4(a) (liability insurance policy cancellation notices)... 520,892
Registration privilege reinstated - Recertification of liability coverage by owner..... 276,707
Vehicle registration privilege suspension reinstatement fee collected..... $504,200
FR-10 - Notice of requirement for liability insurance verification issued by law enforcement agencies in conjunction with traffic accident investigations and routine performance of duties..... 203,064
Suspensions for operating/allowing the operation of an uninsured motor vehicle..... 7,493
Convictions for making/presenting a false insurance certificate..... 21

Motor Vehicle Titles

South Carolina's Motor Vehicle Title Act was approved by the General Assembly in 1957, and became effective Jan. 1, 1958.

The section processed 960,247 titles during the year, and 917,132 titles the previous year, an increase of 43,115 titles issued. Duplicate titles issued in 1986 were 36,243 as compared to 39,015 in 1987, an increase of 2,772. In each section the work flow has increased approximately five percent from 1986, which has also increased the revenue by $215,575.

Revenue collected from title fees alone was $4,801,235.

The certificate of title section is now issuing the titles from data captured previously on the computer via a laser printer.

Registration And Reciprocity

This office is responsible for administration of motor vehicle registration laws, reciprocal agreements between South Carolina and other states and Canadian provinces. It also prepares procedural memoranda and the vehicle registration manual, maintains registration files for 2.3 million registered vehicles, and files for approximately 4,475 retail and wholesale dealers.

This section processed 7,022 requests for personalized license plates compared with 5,604 the previous year, an increase of 25 percent. Also 20,022 personalized license plates were issued compared with 17,792 the previous year, an increase of 12.5 percent.

This section also is responsible for the International Registration Plan, which is a reciprocal agreement between member jurisdictions, providing for payment of proportionate license fees based on the total fleet miles traveled in all jurisdictions. South Carolina currently has 3,800 IRP commercial carriers, with a total of 12,882 registered apportioned vehicles.

Vehicle Inspection

There are three important elements involved in highway safety: the driver, highways and vehicles. The driver is examined periodically and there is constant highway research. Also, the motor vehicle manufacturers continually add safety features to vehicles. The continued safety of these vehicles depends solely on the owner to maintain the vehicle in its best operating condition.

To reduce the number of unsafe vehicles in operation on the highways of South Carolina, the 1967 General Assembly passed the "Motor Vehicle Inspection Act", which was signed by the Governor on May 31, 1967.

The fee for inspecting a vehicle and issuing a certificate of approval is $3, with $2.50 retained by the inspection station and 50 cents for each inspection certificate going to the Department.

	1985-86	1986-87
Total vehicles inspected.....	2,440,546	2,518,297
Average cost of repairs per vehicle....	$ 1.85	$ 1.84
Number of inspection stations.....	3,056	3,095
Inspection station licensed revoked....	33	27
Inspection station licenses suspended..	244	312
Stations checked by undercover vehicle.	294	339
Arrest warrants.....	41	71
Formal written complaints investigated.	18	21

MVD Supply And Records Section

The MVD supply and records section is responsible for designing, procuring, storing and distributing all vehicle license plates, expiration stickers and validation stickers used in connection with the license plates that are used in South Carolina.

It also maintains an adequate inventory, initiates timely disbursements, accurate recording and accounting of all other supplies and equipment used by the division statewide.

This section also maintains a records storage facility that is used by all sections of the motor vehicle division. It directs the transfer, sale and disposal of all obsolete stock of accountable and non-accountable items, office equipment and furniture used by the division. It also initiates periodic testing of items and supplies to be assured of quality control and that contract specifications are met within established standards.

Administrative Hearings

During the fiscal year, administrative hearings were conducted throughout the state by four hearing officers, stationed in Columbia, Florence, Charleston and Greenville.

The Department scheduled 297 implied consent hearings, 299 financial responsibility hearings, 54 vehicle inspection hearings, 117 dealer hearings, four outdoor advertising sign hearings, 13 hearings for persons whose driving privileges were revoked for failure to pass examination upon re-examination or for physical disqualification, 28 ad valorem tax hearings, one hearing for driver training school, nine hearings for failure to furnish correct or required information on application for driver license, one failure to complete driver's examination hearing, one title hearing, and one dishonored check hearing, a total of 825 hearings.

Of the 825 hearings scheduled, 150 were canceled for various reasons, 204 suspensions or revocations were rescinded, one person was placed on probation, 116 suspensions or revocations were modified, and the Department's action on 354 suspensions or revocations was sustained. Twenty-one of the 354 decisions that were sustained were appealed to the circuit courts.

MVD Support Services

The support services section of the Motor Vehicle Division consists of the inventory, records quality control, microfilm operations, forms and program analysis and staff development and training units.

The section insures that all accountable items issued by the Motor Vehicle Division are accurately recorded and that any accountable items missing are properly recorded as such.

The Division issues approximately $55 million in accountable items each year.

The section is responsible also for insuring the quality of

the computerized registration files for the Division, maintaining quality microfilmed files and managing all forms, signs and brochures used by the Division, designing new items as needed and insuring that others are efficient and up-to-date.

This section also is responsible for the divisional training plan which insures that all MVD personnel are trained to provide efficient and courteous service to the motoring public.

PUBLIC TRANSPORTATION DIVISION

The Public Transportation Division is responsible for planning, coordination and administration of public transportation programs. The Division provides management, financial and technical assistance to municipalities, counties, transportation authorities, other political subdivisions of the state and other local agencies and organizations involved in planning and operating public transportation services.

During the fiscal year, the Division administered seven different formula-based and discretionary grant assistance programs relating to public transportation and one non-grant assistance program.

In connection with the grant assistance programs, 68 new project agreements were entered into between the Department and local public and private organizations for the planning, management, operation and maintenance of public transportation services to the general public and specialized groups.

The new project agreements provided for the total expenditure of $4,775,961 (Federal: $3,656,009 State: $1,119,952). These funds were spent for the purchase of 16 buses, 41 vans, two station wagons and other equipment; lease purchase of 31 vehicles (buses and vans); facility construction; operating, maintenance and administrative expenses; management studies, training workshops and professional services.

The one non-grant assistance program refers to the Division's driver mobile laboratory vehicle which provided training to 1,405 drivers of public transportation systems. These drivers received training in the subject areas of driver safety and vehicle operations and maintenance.

In addition to the new project agreements, the division administered approximately 82 continuation project agreements which had been approved in prior years. Most of these were grants awarded for the purpose of providing transportation equipment to assist the state's elderly and handicapped residents.

Support Units

Human Resource Management/Service

The director of human resource management is responsible for the administration of a comprehensive personnel management program including:

-- Classification and compensation program that insures the proper classification and compensation for all positions.

-- Recruitment program which insures that only the best qualified and trained persons available are located for employment with the Department.

-- Employee relations which provides for personnel programs that insures good human relations between all classes of employees.

-- Training program which insures that employee skills are maintained and updated at all levels.

-- Affirmative Action Plan that insures fair and equitable treatment of all employees in all phases of employment.

-- Personnel records maintenance system that provides for the secure and efficient storage of all documents.

A total of 6,875 persons were employed by the Department as of June 30, 1987, with a total payroll of $113,468,675. Personnel were employed as follows: officers, three; administrative and clerical, 1,310; engineering, 1,261; law enforcement, public safety and licensing, 1,215, and crafts and trades, 3,086. During the year, there were 867 new hires, 434 terminations, 733 promotions, and 28 demotions.

Legal

The legal staff consists of eight attorneys. During the fiscal year 523 new cases were opened, 10.7 percent fewer than the previous year, and 289 cases were closed, 14.5 percent more than the previous year.

The largest category of cases handled was condemnation appeals. Cases involving motor vehicle and worker's compensation matters tied for the second largest category.

Lawsuits typically can be expected to remain open for one year, but if an appeal is involved, that time period can stretch to four years or more. The total number of 1983-84, 1984-85, 1985-86 and 1986-87 cases pending on June 30, 1987, was 990.

CASES HANDLED BY LEGAL DIVISION DURING FISCAL YEAR 1986-87

Total number of cases opened..... 523 (10.7% decrease)
Total number of cases closed..... 289 (14.5% increase)

CASE TYPE	NUMBER OPENED	NUMBER CLOSED
Civil rights actions	6	1
Condemnations	146	101
Contract matters	16	2
Damage claims	49	27
Damage suits	72	27
Environmental	1	0
Financial responsibility	7	5
Inverse condemnation	14	5
MVD matters	90	65
Outdoor advertising	9	1
Patrol matters	7	4
Personnel grievances	8	6
Right of way matters	4	0
Worker's compensation	90	39
*Miscellaneous	4	6
TOTALS	523	289

Total number of 1983-84 cases pending at beginning of fiscal year 1986-87..... 217

Total number of 1983-84 cases closed during fiscal year 1986-87..... 21

Total number of 1984-85 cases pending at beginning of fiscal year 1986-87..... 165

Total number of 1984-85 cases closed during fiscal year 1986-87..... 32

Total number of 1985-86 cases pending at beginning of fiscal year 1986-87..... 375

Total number of 1985-86 cases closed during fiscal year 1986-87..... 136

Total number of 1983-84, 1984-85, 1985-86 and 1986-87 cases pending on June 30, 1987..... 990

*Road closings, tort claims, judicial reviews, bid-riggings, legislative matters and miscellaneous agreements.

Damage Claims

Each year, numerous claims and lawsuits are entered against the Department for alleged losses and damages resulting from defects in highways, negligent operation of Department vehicles, an unconstitutional taking of property and other causes. The Department paid during the year $154,327 in claims, judgments and settlements resulting from these suits.

Expenditures for the Department for damage claims and suits during the past 10 years were as follows:

1977-78	$ 288,303
1978-79	$ 420,133
1979-80	$ 372,525
1980-81	$ 363,485
1981-82	$ 314,102
1982-83	$ 456,033
1983-84	$ 471,467
1984-85	$ 473,920
1985-86	$ 127,252
1986-87	$ 154,327

Listed below is a summary of damage claims and lawsuits paid during the year in comparison with payments made during the preceding year:

	1985-86	1986-87
Defects and negligent repair of highways	$ 70,885	$ 108,820
Negligent operation of vehicles	37,967	45,507
Unconstitutional taking of property	18,400	0
Total	$ 127,252	$ 154,327

The South Carolina Governmental Motor Vehicle Tort Claims Act (which became effective July 1, 1986, amended Title 15, Code of Laws of South Carolina, 1976, by adding Chapter 78) authorizes persons sustaining injury by reason of the negligent operation of any motor vehicle being operated by an employee of a governmental entity on official business to recover actual damages sustained not to exceed $250,000 for personal injury or death to include property loss. The total amount recoverable from any one accident is limited to $500,000 for property loss and personal injury or death.

Section 57-5-1810 of the 1976 Code of Laws of South Carolina authorizes persons sustaining injury as a result of the negligent repair of any state highway to file maintenance damage claims.

Claims filed against the Department are investigated by engineering field personnel and the claims office with the final disposition being determined by the chief counsel, state highway engineer and the executive director. Claims resulting in lawsuits

also are investigated and forwarded with our reports to the chief counsel, the Insurance Reserve Fund and/or James C. Greene Company for appropriate action to protect the interest of the Department.

The Department also collected from others who were responsible for damage to Department equipment, property, and personal injuries. During the year, the Department collected $525,149 for damages to mobile equipment, bridges, and other facilities, and personal injuries. Included in this figure are amounts collected under subrogation rights in cases involving worker's compensation. Claims collected during the year totaled 917, a decrease from the 1,087 claims collected during the previous year.

Following is a comparative summary of recoveries made during the past three years:

ITEM	1984-85	1985-86	1986-87
Bridge damage	$ 108,327	$ 153,253	$ 82,536
Vehicle damage	156,437	204,110	142,709
Worker's Compensation	65,179	40,349	49,560
Damage to other facilities	129,795	228,400	250,345
TOTAL	$ 459,738	$ 626,112	$ 525,149

Worker's Compensation

Under the authority of the provisions of Title 42-1-10 of the 1976 Code of Laws, the Department paid out $2,437,877 for the benefit of employees accidentally injured on their jobs. This was an increase of $724,026 from the total of $1,713,851 paid during the previous year.

Listed below is a summary of these benefits:

ITEM	
Doctors' and nurses' fees	$ 206,477
Hospital expenses	749,733
Lost time from temporary disability	351,171
Specific loss-limbs and disfigurement	1,130,496
Death benefits	0
Total	$2,437,877

Total worker's compensation payments made during the year amounted to $1.97 per $100 of the Department's payroll, compared with $1.91 for last year.

The Department, during the year, processed 979 claims involving employees receiving job injuries from which benefits were claimed.

Injured employees were paid for the time lost form their jobs at the rate of 66 2/3 percent of their average weekly wage,

with $294.95 per week as the maximum amount from July 1986 through December 1986 and $308.24 per week from January 1987 through June 1987. All doctor and hospital bills resulting from accidents were paid in full by the Department. The best medical treatment available within the state was afforded in each case in an effort by the Department to see that every person injured on the job suffered as little permanent injury as possible.

When an accident resulted in permanent injury to the arm, hand, finger, leg, foot, eye, or the loss of any internal organ of the body, payments under a scale set out in the law were made to compensate the employee for his loss. If the resulting permanent injury was general in nature and the employee returned to his job at the same salary, he was entitled to payment for the time lost only plus doctor and hospital expenses.

Any employee who suffered serious bodily disfigurement as a result of a job accident was paid a lump sum to compensate him for such disfigurement. All such claims were viewed by a Workers' Compensation commissioner, and a fair and lawful sum of money was set in each case by the viewing commissioner. Each claim for worker's compensation benefits was thoroughly reviewed or investigated by the Department. Benefits were paid without delay and with the least amount of trouble possible to the employee when it was found that the claim was valid. When a review or investigation resulted in findings that benefits were not due, the Department's worker's compensation attorney defended such claims before the Workers' Compensation Commission and all settlements made by the Department with injured employees were approved by both the Workers' Compensation Commission and the Department's worker's compensation attorney.

Non-Resident Suits

During the year, the Department processed 702 cases in which the executive director accepted service of the summons and complaints as lawful attorney for the non-resident defendants in accordance with the provisions of Section 15-9-370 of the 1976 Code of Laws of South Carolina.

Accounting

The accounting section is responsible for recording and maintaining documents of revenue collection and disbursement of funds. As a lump-sum agency, all checks and vouchers are prepared internally.

During the fiscal year, 95,580 checks and 1,000 vouchers were written to disburse $461,087,103. Payroll checks are prepared and distributed to 6,794 employees bi-weekly. Records of costs are maintained to support federal participation in approximately 1,700 construction projects and for 2,300 state funds projects. Billings to the Federal Highway Administration of $134,688,512.33 were prepared during the fiscal year.

Generally accepted governmental accounting and financial reporting principles are used to disclose the financial position and results of financial operation of the Department. A modified accrual basis of accounting is reflected in the 50 reports prepared for officials and commissioners and 12 statements published in the annual report to the General Assembly.

Office Of Compliance

The office of compliance is primarily involved in the areas of contract compliance, disadvantaged business enterprise and Title VI. Each area has specific requirements and is governed by federal and/or state laws.

Contract Compliance

The office of compliance is responsible for assuring compliance with the provisions of Section 22(a) of the Federal Aid Highway Act of 1968.

During the year, 57 on-site Equal Employment Opportunity (EEO) reviews of construction firms under contract with the Department, were conducted. Based upon available data, approximately 111 federal aid projects were subject to EEO provisions, costing approximately $295,908,929 and employing 2,584 persons, of whom 58.28 percent were minority and 7.35 percent were female. Approximately 160 persons received on-the-job training, of whom 75 percent were minority and 15.57 percent were female.

As part of the contractor compliance review process, assessments are made on a project-by-project basis as to the affected firms' adherence/compliance with the DBE program special provisions. These provisions are made a part of each contract having opportunities for disadvantaged business enterprise participation.

Disadvantaged Business Enterprise

The primary purpose of this program is to increase the participation in business opportunities by disadvantaged businesses.

Title 49 CFR, Part 23, as amended by Section 105(f) of the Surface Transportation Assistance Act of 1982 regarding disadvantaged business enterprise participation in DOT-assisted programs, which was amended by Section 106(c) of the Surface Transportation Uniform Relocation Assistance Act of 1987, requires the Department to initiate specific programmatic implementive activities. To benefit from the program as developed, firms must be certified as socially and economically disadvantaged.

The Department certifies socially and economically disadvantaged status of such firms for participation in its disadvantaged status of such firms for participation in its disadvantaged business enterprise/women business enterprise program. The Department's commitment is to provide business opportunities to bonafide disadvantaged and women businesses seeking participation as disadvantaged contractors, subcontractors and/or businesses in

the highway program.

The Department implemented a state set-aside program during the year, and the office of compliance has the responsibility of certifying firms as eligible to participate in this program. The set-aside or goal program is in place to implement state legislative mandates regarding disadvantaged business enterprise involvement in state contracting for construction.

During the year, 28 firms were certified as DBEs/WBEs and approximately 160 firms were listed in the DBE/WBE directory, and in excess of $14 million worth of work was contracted to firms participating in the program.

Title VI

The Department implements procedures to comply with Title VI of the Civil Rights Act of 1964 to ensure that no person is discriminated against in any programs or activities receiving federal financial assistance because of race, color, creed, sex or national origin.

The Department operates according to regulations in each program area and has written guidelines outlining its procedures for implementation. In addition to monitoring the inter-Departmental program areas affected by Title VI, during the year, contracts performed outside the Department were also monitored to ensure compliance with this law.

Land, Buildings and Plant Development

The upgrading of MVD, Patrol and Engineering facilities included completion of new buildings for Spartanburg MVD, Ladson MVD, North Augusta MVD, Bishopville MVD, Conway MVD and Patrol, Bamberg Patrol, Darlington Engineering, Florence Engineering, Lexington machine shop and Allendale truck shed.

Contracts were awarded for Kingstree maintenance complex, Richland maintenance complex, Conway maintenance complex, Richland sign shop, Richland materials lab, Columbia office and patrol supply, Conway MVD, Conway Patrol and Chester MVD.

Plans were being prepared for Charleston MVD, Gaffney MVD, St. Andrews MVD, Summerville section shed, Simpsonville section shed, Green Sea section shed and Charleston section shed.

DEPARTMENT NEEDS

In 1987, the Legislature passed a bill that provided an additional three cents per gallon tax on the sale of gasoline. Two cents of the tax became effective July 1, 1987, and the remaining one cent takes effect Jan. 1, 1989.

The revenues derived from the additional tax are to be used to create a separate fund for the "Strategic Highway Plan for Improving Mobility and Safety" (SHIMS). The first $10 million generated each year from the additional tax will be used to create an "Economic Development Account" to construct highways as authorized by the South Carolina Coordinating Council for Economic Development.

The goal of SHIMS calls for an integrated network of existing and new four (or more) lane highways that will supplement our already designated Interstate Highway System. The SHIMS system of highways and the funding to improve this system should help insure that the state's investment in good roads is protected.

However, total highway needs continue to mount as roads and bridges on the state's 40,600-mile system deteriorate and become unable to handle today's traffic demands.

As construction costs continue to escalate, the highway dollar is being stretched to its limit. In the 10 years from 1976 to 1986, vehicle registrations in the state climbed from 1.8 million to 2.3 million, an increase of 25 percent. Despite a dramatic increase in the number of vehicles using our highways, fuel consumption has increased only 11.8 percent.

South Carolina has the fifth largest state-maintained highway system in the nation. But South Carolina had, according to an independent survey in 1985, the nation's second lowest capital outlay for highway construction at $6,570 per mile as compared to a Southeastern average of $26,682.

The state spent $2,800 per mile for maintenance, also the second lowest in the nation, while the national average for maintenance is $6,478 per mile. South Carolinians spend the smallest share of their income on highways as compared to citizens of other states -- $8.67 per $1,000 of income in South Carolina while the national average is $14.45 per $1,000 of income.

The Department will continue to keep the General Assembly and the public informed concerning road and bridge needs as well as other needs. The Department's ability to meet even the most critical of these will depend on whether adequate financial resources are available.

State Primary System Estimated Construction Needs Through September 1991
($ in millions)

Category	Existing Needs (Cost)	Estimated Available Funds Federal	State	Total	Unmet Needs
INTERSTATE SYSTEM:					
Construction	$ 93.9	$ 84.5	$ 9.4	$ 93.9	$ 0.0
Reconstruction (I-4R)	981.4	256.6	28.5	285.1	696.3
Subtotal	$1,075.3	$341.1	$37.9	$ 379.0	$ 696.3
STATE STRATEGIC HIGHWAY SYSTEM (SHIMS)					
Add lanes and new location	$ 220.0	$ 0.0	$220.0	$ 220.0	$ 0.0
OTHER STATE PRIMARY ARTERIALS					
Add lanes and new location	$ 924.5				
Resurfacing, reconstruction, restoration & spot safety	965.4				
Subtotal	$1,889.9	$342.8	$114.3	$ 457.1	$1,432.8
MAJOR COLLECTORS-STATE SYSTEM					
Add lanes and new location	$ 0.0				
Resurfacing, reconstruction, restoration & spot safety	214.6				
Subtotal	$ 214.6	$113.9	$ 30.0	$ 143.9	$ 70.7
BRIDGES					
Replacement	$ 579.0	$ 76.2	$ 19.1	$ 95.3	$ 483.8
TOTALS	$3,978.8	$874.0	$421.2	$1,295.2	$2,683.6

Notes: 1. State Secondary "C" needs and funds not included.
2. Interstate reconstruction and state "SHIMS" system needs included for first time.
3. Estimated available funds based on new federal aid highway legislation and state SHIMS.

FINANCIAL AND STATISTICAL STATEMENTS

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TABLE 1
COMPARATIVE BALANCE SHEET
June 30, 1987-June 30, 1986

ASSETS	1987	1986	Percent Increase (Decrease)
Current Assets			
Cash			
State Highway Fund.....	$ 238,107,045.74	$ 218,441,561.63	9.0
Revolving Fund.....	1,033,665.00	1,049,950.00	
Working Fund.....		15,265.82	(1.6)
	$ 239,140,710.74	$ 219,506,777.45	8.9

TABLE 1 - Continued
COMPARATIVE BALANCE SHEET
June 30, 1987-June 30, 1986

ASSETS	1987	1986	Percent Increase (Decrease)
Cash Items			
Revolving Fund.....	$ 66,335.00	$ 50,050.00	32.5
Receivables			
Accounts Receivable.....	$ 4,483,458.15	$ 3,291,518.82	36.2
Grants-In-Aid Receivable --Federal.....	14,510,913.54	17,879,052.95	(18.8)
Grants-In-Aid Receivable --County and Municipal	186,355.50	143,702.36	29.7
Grants-In-Aid Receivable --Other.....	56,289.16	85,269.93	(34.0)
Working Fund Receivable.	90,529.49	128,074.98	(29.3)
	$ 19,327,545.84	$ 21,527,619.04	(10.2)
Inventories			
General Materials and Supplies.....	$ 1,514,981.89	$ 1,518,522.69	(.2)
Office Supplies.....	282,398.87	298,134.80	(5.3)
Materials & Supplies-- Equipment Repair Shops And Service Centers.	8,270,326.80	8,388,317.69	(1.4)
	$ 10,067,707.56	$ 10,204,975.18	(1.3)
Total Current Assets..	$ 268,602,299.14	$ 251,289,421.67	6.9
Special Fund Assets			
Cash			
Trust Funds.....	$ 2,345,297.83	$ 891,729.58	163.0
Special Deposits Fund...	5,919,728.57	4,062,739.60	45.7
Special Deposits -- Securities.....	41,037.55	3,660.00	
Total Special Fund Assets	$ 8,306,063.95	$ 4,958,129.18	67.5
Deferred Assets			
Prepaid License Plates....	$ 235,901.94	$	
Prepaid Leases.....	78,859.78	81,892.85	(3.7)
Prepaid Insurance.....		592.68	
Prepaid Expense Postage...	198,439.58	120,394.30	64.8
Fuel Tax Deposits.....	94,980.00	139,935.00	(32.1)
Prepaid Interest.....		265.15	
Undistributed Charges Office & Engineering Supplies.....	5,627.45		

TABLE 1 - Continued
COMPARATIVE BALANCE SHEET
June 30, 1987-June 30, 1986

ASSETS	1987	1986	Percent Increase (Decrease)
Other Undistributed Charges	$ 120,885.56	$ 147,582.55	(18.1)
Data Processing	442,011.04	209,395.48	111.1
Employee Benefits	12,587,253.78	13,566,723.96	(7.2)
Equipment Depot Expense	380,757.70	328,081.27	16.1
Gasoline Cost Additive		3,699.47	
Warehouse Expense	49,227.67	24,724.87	99.1
Radio Maintenance Expense	27,838.48		
Total Deferred Assets	$ 14,221,782.98	$ 14,623,287.58	(2.8)
Contingent Assets (Contra)			
Unobligated Federal Aid Apportionments	$ 213,494,260.43	$ 235,280,636.02	(9.3)
Unearned Federal Aid Construction	366,273,533.54	221,829,899.15	65.1
Unearned Other Participation	243,631.91	88,160.03	176.4
Total Contingent Assets	$ 580,011,425.88	$ 457,198,695.20	26.9
Fixed Assets			
Equipment			
Road Machinery and Automotive	$ 88,570,524.15	$ 79,214,702.39	11.8
Less -- Provisions for Depreciation	3,318,453.08	3,101,697.63	7.0
	$ 85,252,071.07	$ 76,113,004.76	12.0
Office Furniture and Equipment	$ 9,738,452.52	$ 8,327,150.13	16.9
Power Tools and Equipment	2,427,305.57	1,970,655.33	23.2
Radio Equipment	4,826,783.00	4,133,407.48	16.8
Other Equipment	6,680,191.09	5,714,901.28	16.9
	$ 108,924,803.25	$ 96,259,118.98	13.2
Land and Buildings			
Surplus Properties	$ 150,854.55	$ 142,854.55	5.6
Buildings In Progress	10,705,996.58	7,211,156.98	48.5
Buildings Completed	29,855,118.81	25,374,198.96	17.7
	$ 40,711,969.94	$ 32,728,210.49	24.4

TABLE 1 - Continued
COMPARATIVE BALANCE SHEET
June 30, 1987-June 30, 1986

ASSETS	1987	1986	Percent Increase (Decrease)
Roads and Bridges			
Projects In Progress...	$ 976,858,507.96	$ 856,396,991.14	14.1
Completed Projects.....	2,958,349,049.97	2,842,045,583.48	4.1
	$ 3,935,207,557.93	$ 3,698,442,574.62	6.4
TOTAL FIXED ASSETS.....	$ 4,084,844,331.12	$ 3,827,429,904.09	6.7
TOTAL ASSETS.....	$ 4,955,985,903.07	$ 4,555,499,437.72	8.8

LIABILITIES AND CREDITS	1987	1986	Percent Increase (Decrease)
Current Liabilities			
Payables			
Accounts Payable.....	$ 34,762,144.08	$ 31,644,150.02	9.9
Accrued Leave Payable.	13,461,581.23	13,056,912.57	3.1
Contract Retainage....	12,520,403.41	10,718,283.26	16.8
Worker's Compensation Payable.....	48.550.70	73,633.42	(34.1)
Working Fund.....	40,513.41	159,998.29	(74.7)
Special Deposits.....	2,051,103.57	128,031.52	
Total Current Liabilities.....	$ 62,884,296.40	$ 55,781,009.08	12.7
Special Fund Liabilities			
Advance Right of Way....	$	$	
	$	$	
Trust Fund - Liabilities	$ 2,345,297.83	$ 891,729.58	163.0
Special Deposits -- Liabilities.....	$ 3,909,662.55	$ 3,938,368.08	(.7)
Total Special Fund Liabilities.....	$ 6,254,960.38	$ 4,830,097.66	29.5
Deferred Credits			
Unapplied MVD Collections.....	303.27	1,775.17	(82.9)
Undistributed Credits			
Research and Materials Lab.....	$ 83,457.87	$ 6,117.41	

TABLE 1 - Continued
COMPARATIVE BALANCE SHEET
June 30, 1987-June 30, 1986

LIABILITIES AND CREDITS	1987	1986	Percent Increase (Decrease)
Office and Engineering Supplies.....		93,964.67	
Equipment Rental.....	528,315.78	344,428.40	53.4
Duplicating and Printing Expense...	44,468.76	13,643.25	225.9
Gasoline Cost Additive	9,688.43		
Total Deferred Credits.....	$ 666,234.11	$ 459,928.90	44.9
Contingent Credits (Contra)			
Unallotted Federal Aid Apportionments.....	$ 213,494,260.43	$ 235,280,636.02	(9.3)
Unearned Grants-In-Aid Federal Aid Project Agreements.....	366,273,533.54	$ 221,829,899.15	65.1
Other Participation Agreements.....	$ 243,631.91	$ 88,160.03	176.4
Total Contingent Credits.....	$ 580,011,425.88	$ 457,198,695.20	26.9
Long Term Liabilities			
Notes Payable.....	$	$ 6,875.33	
Reimbursement Agreements	447,078.60	797,078.60	(43.9)
Highway Bonds.....	16,500,000.00	24,000,000.00	(31.3)
Total Long Term Liabilities....	$ 16,947,078.60	$ 24,803,953.93	(31.7)
Total Liabilities And Credits....	$ 666,763,995.37	$ 543,073,684.77	22.8
INVESTED CAPITAL, RESERVES AND FUND BALANCES			
Invested Capital.....	$ 4,071,215,705.60	$ 3,805,727,647.79	7.0
Reserves			
Revolving Fund.....	$ 1,100,000.00	$ 1,100,000.00	
Working Fund.....	1,847,396.84	1,800,000.00	2.6
Inventory -- Repair Shops & Service Centers.....	8,270,326.80	8,388,317.69	(1.4)

TABLE 1 - Continued
COMPARATIVE BALANCE SHEET
June 30, 1987-June 30, 1986

LIABILITIES AND CREDITS	1987	1986	Percent Increase (Decrease)
INVESTED CAPITAL, RESERVES AND FUND BALANCES			
Unallotted Reserve For Construction And Other Purposes.....	67,359,779.46	68,984,979.26	(2.4)
	$ 78,577,503.10	$ 80,273,296.95	(2.1)
Allocation of Funds Less Unrealized Resources			
Obligated Funds -- Highway Construction..	$ 360,961,826.97	$ 197,232,745.82	83.0
Unobligated Funds -- Highway Construction.	198,413,593.46	143,953,441.19	37.8
	$ 559,375,420.43	$ 341,186,187.01	64.0
Obligated Funds -- Administration, Debt Service and Maintenance.....	$ 41,964,265.22	$ 25,360,593.01	65.5
Unobligated Funds -- Administration, Debt Service and Maintenance.....	$ 18,591,822.18	$ 14,781,671.37	25.8
	$ 60,556,087.40	$ 40,142,264.38	50.9
	$ 619,931,507.83	$ 381,328,451.39	62.6
Less			
Estimated Revenues -- Subsequent Year For Highway Construction.	$ 113,985,643.38	$ 32,985,584.00	245.6
Estimated Grants-In-Aid Federal Aid Project Agreements.....	366,273,533.54	221,829,899.15	65.1
Other Participation Agreements.....	243,631.91	88,160.03	176.4
	$ 480,502,808.83	$ 254,903,643.18	88.5
Total.....	$ 139,428,699.00	$ 126,424,808.21	10.3
Total Invested Capital, Reserves and Fund Balances	$ 4,289,221,907.70	$ 4,012,425,752.95	6.9
Total Liabilities, Invested Capital, Reserves and Fund Balances..	$ 4,955,985,903.07	$ 4,555,499,437.72	8.8

TABLE 2

COMPARATIVE STATEMENT OF GENERAL FUND REVENUES
OTHER RECEIPTS AND EXPENDITURES
For Years Ended June 30, 1987, and June 30, 1986

REVENUES AND OTHER RECEIPTS	1986-87	1985-86
Motor Fuel Taxes	$ 244,618,776.63	$ 235,338,848.19
License Fees	79,757,440.64	77,284,606.82
Miscellaneous Receipts	11,052,857.62	9,681,511.45
Total Revenues	$ 335,429,074.89	$ 322,304,966.46
Grants-in-Aid:		
Federal Aid and Safety Programs	$ 134,688,512.33	$ 144,493,077.54
Other Receipts	352,717.01	574,281.79
County and Municipal Receipts	444,493.73	29,151.75
Total Federal Aid and Other Receipts	$ 135,485,723.07	$ 145,096,511.08
Total Revenue and Other Receipts	$ 470,914,797.96	$ 467,401,477.54

EXPENDITURES	1986-87	1985-86
General Administration	$ 15,285,365.47	$ 13,110,575.93
Engineering	6,360,621.44	5,952,653.32
Motor Vehicle Division	22,234,705.94	24,247,072.50
Public Transportation	4,416,794.58	2,980,425.22
Highway Maintenance	116,155,445.69	113,150,716.42
Control of Outdoor Advertising	226,416.32	336,127.85
Streets and Drives - State Institutions	284,877.90	115,136.44
Roads and Drives - State Parks	4,056.61	323,646.72
Damage Claims - Payments	256,507.27	297,326.41
Highway Patrol	37,833,946.95	35,226,408.40
Retirement of Debt	7,856,875.33	7,950,964.33
Debt Service Expense	1,128,330.14	1,499,925.60
Worker's Compensation	2,506,723.75	1,623,985.89
Land and Buildings	8,041,328.88	3,875,251.51
Highway Construction	237,286,020.62	229,492,465.88
Total Expenditures	$ 459,878,016.89	$ 440,182,682.42
Excess of Revenues and Other Receipts over Expenditures	$ 11,036,781.07	$ 27,218,795.12

TABLE 2 - CONTINUED
COMPARATIVE STATEMENT OF GENERAL FUND REVENUES
OTHER RECEIPTS AND EXPENDITURES
For Years Ended June 30, 1987, and June 30, 1986

RECONCILIATION

Cash Balance, July 1:		
State Highway Fund	$ 218,441,561.63	$191,766,640.53
Excess Revenues and Other Receipts Over Expenditures	11,036,781.07	27,218,795.12
	$ 229,478,342.70	$218,985,435.65
Increase or Decrease in Receivables and Payables and Fund Transfers	8,628,703.04	(543,874.02)
Cash Balance, June 30	$ 238,107,045.74	$218,441,561.63

TABLE 3

STATEMENT OF CHANGES IN INVESTED CAPITAL, RESERVE, AND FUND BALANCES

For Year Ended June 30, 1987

	Balance July 1, 1986	Additions	Deductions	Balance June 30, 1987
Invested Capital:	$ 3,805,727,647.79	$	$	$
Fixed Asset Additions		264,217,474.79		
Fixed Asset Retirements			6,586,292.31	
Payments on Long-Term Liabilities		7,856,875.33		
Total Invested Capital	$ 3,805,727,647.79	$ 272,074,350.12	$ 6,586,292.31	$ 4,071,215,705.60
Reserves:				
Revolving Fund	$ 1,100,000.00	$	$	$ 1,100,000.00
Working Fund	$ 1,800,000.00	$	$	$
Increase in Reserve		47,396.84		
	$ 1,800,000.00	$ 47,396.84	$	$ 1,847,396.84
Inventory - repair shops and service centers	$ 8,388,317.69	$	$	$
Increase in inventories			117,990.89	$
	$ 8,388,317.69	$	$ 117,990.89	$ 8,270,317.69
Unallotted Reserve for Construction and Other Purposes	$ 68,984,979.26	$	$	$
Retained Fund Balance to Cover Budget Overruns		11,230,110.04		
Excess of Actual Revenues over Estimated		3,001,074.89		
Excess of Actual Expenditures over Estimated			16,480,899.89	

TABLE 3-Continued

STATEMENT OF CHANGES IN INVESTED CAPITAL, RESERVE, AND FUND BALANCES

For Year Ended June 30, 1987

	Balance July 1, 1986	Additions	Deductions	Balance June 30, 1987
Decrease in Inventories of Repair Shops and Service Center		117,990.89		
Write-off Accounts Receivables			44,281.50	
Accumulated depreciation on equipment and vehicles transferred out of rental accounts		550,805.77		
	$ 68,984,979.26	$ 14,899,981.59	$ 16,525,181.39	$ 67,359,779.46
Total Reserves	$ 80,273,296.95	$ 14,947,378.43	$ 16,643,172.28	$ 78,577,503.10
Fund Balances:				
Obligated Funds - Highway Construction	$ 197,232,745.82	$	$	$
Net Obligations in Excess of Liquidations of Outstanding Contracts, Purchase Orders, and Other Agreements		163,729,081.15		
	$ 197,232,745.82	$ 163,729,081.15	$	$ 360,961,826.97
Unobligated Funds - Highway Construction	$ 143,953,441.19	$	$	$
Net Decrease in Unobligated Federal Funds			$ 22,338,140.42	
Net Increase in Unallotted Allocation Balances		$ 67,850,912.48		
Net Increase in Unobligated Allotment Balances		8,947,380.21		
	$ 143,953,441.19	$ 76,798,292.69	$ 22,338,140.429	$ 198,413,593.46

TABLE 3-Continued

STATEMENT OF CHANGES IN INVESTED CAPITAL, RESERVE, AND FUND BALANCES

For Year Ended June 30, 1987

	Balance July 1, 1986	Additions	Deductions	Balance June 30, 1987
Obligated Funds - Administration, Debt Service and Maintenance.....	$ 25,360,593.01			
Net Obligations in Excess of Liquidations of Outstanding Contracts, Purchase Orders and Other Agreements.....		16,603,672.21		
	$ 25,360,593.01	$ 16,603,672.21	$	$ 41,964,265.22
Unobligated Funds - Administration, Debt Service and Maintenance.....	$ 14,781,671.37	$	$	$
Increase in Unallotted Allocation Balances.....		283,000.00		
Increase in Unobligated Allotment Balances.....		3,527,150.81		
	$ 14,781,671.37	$ 3,810,150.81	$	$ 18,591,822.18
Total Allocation of Funds...	$ 381,328,451.39	$ 260,941,196.86	$ 22,338,140.42	$ 619,931,507.83
Estimated Revenues - Subsequent Years for Highway Construction...	$ 32,985,584.00	$	$	$
1986-87 Revenues Realized for Construction.....			77,008,584.00	
Estimated Revenues Subsequent to June 30, 1987.....	$	$ 158,008,643.38	$	$
	$ 32,985,584.00	$ 158,008,643.38	$ 77,008,584.00	$ 113,985,643.38
Federal Aid Project Agreements.....	$ 221,829,899.15	$	$	$
Increase in Project Agreements...	$	$ 144,443,634.39	$	$
	$ 221,829,899.15	$ 144,443,634.39	$	$ 366,273,533.54

TABLE 3-Continued

STATEMENT OF CHANGES IN INVESTED CAPITAL, RESERVE, AND FUND BALANCES

For Year Ended June 30, 1987

	Balance July 1, 1986	Additions	Deductions	Balance June 30, 1987
Other Participation Agreements.....	$ 88,160.03	$	$	$
Increase in Participation Agreements.....	$	$ 155,471.88	$	$
	$ 88,160.03	$ 155,471.88	$	$ 243,631.91
Total Unrealized Resources....	$ 254,903,643.18	$ 302,607,749.65	$ 77,008,584.00	$ 480,502,808.83
Total Allocation of Funds less Unrealized Resources...	$ 126,424,808.21	$	$	$ 139,428,699.00

TABLE 4
STATEMENT OF RECEIPTS AND DISBURSEMENTS TRUST FUNDS
For Years Ended June 30, 1987 and June 30, 1986

	Deposit for Right of Way
Balance July 1, 1985	$1,121,969.46
Receipts	2,082,737.00
Total available	$3,204,706.46
Disbursements	$2,312,976.88
Balance June 30, 1986	$ 891,729.58
Receipts	3,385,758.50
Total available	$4,277,488.08
Disbursements	$1,932,190.25
Balance June 30, 1987	$2,345,297.83

TABLE 5
STATEMENT OF RECEIPTS AND DISBURSEMENTS
SPECIAL DEPOSITS FUNDS
AS OF JUNE 30, 1987

Balance July 1, 1986	$ 3,938,368.08
Receipts	83,135,031.34
Total available	$ 87,073,399.42
Disbursements	83,163,736.87
Balance June 30, 1987	$ 3,909,662.55
Summary of Special Deposits:	
Cash	$ 5,919,728.57
Vouchers payable	(2,051,103.57)
Special deposits securities	41,037.55
Total	$ 3,909,662.55

TABLE 6

NET EXPENDITURES BY MAJOR OBJECT

FOR YEARS ENDED JUNE 30, 1987 AND JUNE 30, 1986

		1986-87	1985-86
0100	Personal Services	$ 135,020,547.56	$ 128,689,733.85
0200	Contractural Services	46,669,139,68	47,474,861.59
0300	Supplies and Materials	33,757,640.81	36,471,001.20
0400	Fixed Charges & Contributions	2,669,764.80	1,779,426.89
0500	Travel	521,519.93	363,296.90
0600	Equipment	17,495,755.66	16,504,138.98
0700	Permanent Improvements:		
	Land, Buildings & Additions	7,449,207.86	3,196,815.86
	Right of Way	19,096,007.11	6,967,826.31
	Payments for Highway Construction	179,660,740.28	182,245,250.28
0800	Debt Service	8,985,205.47	9,450,889.93
1400	Claims and Awards	1,324,501.15	642,167.66
2300	Energy -- Light/Power/Heat	2,073,299.30	1,863,528.98
2400	Energy -- Transportation	5,657,360.57	7,454,684.80
2500	Hospital	706,388.03	525,332.19
2900	Suggestion Award	25.00	
7700	Adjustments	22,386.99	9,968.07
8800	Reimbursable Costs	(3,071,066.49)	(3,730,517.96)
9900	Intra Departmental Transfers	1,839,593.18	274,276.89
	NET EXPENDITURES	$ 459,878,016.89	$ 440,182,682.42

TABLE 7

STATUS OF ALLOCATED HIGHWAY CONSTRUCTION FUNDS

June 30, 1987

I-ALLOCATED AND APPORTIONED FUNDS *

	FEDERAL FUNDS			State Fund Allocations	Total State and Federal Funds
	Unprogrammed	P S & E Stage	Total		
General:					
FA Interstate	$ 49,515,976.05	$ 1,436,734.85	$ 50,952,710.90	$ 2,647,556.55	$ 53,600,267.45
FA Primary/Urban	26,834,965.23	(367,063.00)	26,467,902.23	(3,977,161.14)	22,490,741.09
FA Urban System	6,370,435.03	269,086.00	6,639,521.03	1,327,330.60	7,966,851.63
FA Secondary	20,214,173.79	(2,488.65)	20,211,685.14	(2,128,502.60)	18,083,182.54
Planning & Research				(143,477.00)	(143,477.00)
Defense Access				3,752.28	3,752.28
Forest Highways	216,611.00		216,611.00	31,492.00	248,103.00
Bridge Replacement	23,098,444.79	24,847,123.12	47,945,567.91	7,877,861.56	55,823,429.47
Transitional Quarter				(7,614.12)	(7,614.12)
Rail-Highway Crossings	9,523,502.97	2,483,100.00	12,006,602.97	1,124,293.20	13,130,896.17
High Hazards/Roadside Obstacles	2,819,092.06	(24,855.00)	2,794,237.06	(135,709.92)	2,658,527.14
Pavement Marking/Hazard Reduction	10,572.02		10,572.02	(10,572.02)	
Demonstration Projects	6,400,000.00		6,400,000.00		6,400,000.00
Off-System Roads	141.08		141.08	903,606.75	903,747.83
Supportive Services	269,727.69		269,727.69	(290,727.69)	(21,000.00)
Metropolitan Planning	591,352.80		591,352.80	99,650.21	691,003.01
Highway Planning Research	1,674,770.82		1,674,770.82	744,475.44	2,419,246.26
85% Min. Allocation Funds	33,421,092.00	2,340,772.00	35,761,864.00	3,087,991.00	38,849,855.00

TABLE 7 - Continued
STATUS OF ALLOCATED HIGHWAY CONSTRUCTION FUNDS
June 30, 1987

I-ALLOCATED AND APPORTIONED FUNDS *

	FEDERAL FUNDS				
	Unprogrammed	P S & E Stage	Total	State Fund Allocations	Total State and Federal Funds
Emergency Relief	$ 7,210.46	$	$ 7,210.46	$	$ 7,210.46
Rural Highway Public Transportation Demonstration				(6.53)	(6.53)
National Highway Institute				(16,700.00)	(16,700.00)
State Primary/Urban				42,212,252.26	42,212,252.26
State Primary "C"				25,796,923.77	25,796,923.77
State Highway Betterment				1,958,852.00	1,958,852.00
State Bridge Replacement				210,000.00	210,000.00
Public Transportation Projects				4,331.01	4,331.01
Other				(126,250.58)	(126,250.58)
	$180,968,067.79	$30,982,409.32	211,950,477.11	81,193,647.03	$293,144,124.14
Appalachian Access Roads	$ 761,000.00	$ (33,680.00)	$ 727,320.00	$ 183,750.92	$ 911,070.92
Control of Junkyards	2,394.07		2,394.07	(2,394.07)	
Appalachian Development Highways	429,646.82	384,422.43	814,069.25	(1,123,281.74)	(309,212.49
	$ 1,193,040.89	$ 350,742.43	$ 1,543,783.32	$ (941,924.89)	$ 601,858.43
Total	$182,161,108.68	$31,333,151.75	$213,494,260.43	$ 80,251,722.14	$293,745,982.57

* Includes 1987 federal apportionment of $285,858,491, 1987 state allocation of $158,008,643.38, and 1988 federal apportionment of $56,644.830.

TABLE 7 - Continued

STATUS OF ALLOCATED HIGHWAY CONSTRUCTION FUNDS

II - FUNDS RELEASED FOR OBLIGATION (CONTRACTS)

	FEDERAL FUNDS				Total
	Highway Trust Fund	Other	Total	State Fund Allocations	State and Federal Funds
Unobligated Balance of Released Apportionments, July 1, 1986	$225,405,120.60	$ 141,954.22	$225,547,074.82	$ 55,798,009.94	$281,345,084.76
Funds Released for Obligation:					
July 1, 1986				66,958,143.38	66,958,143.38
Sept.1, 1986 (FA Interstate Discretionary)	44,658,784.00		44,658,784.00		44,658,784.00
Oct. 1, 1986				41,050,500.00	41,050,500.00
Jan. 1, 1987 (Appalachian Develop.)		845,000.00	845,000.00		845,000.00
Jan. 1, 1987 (Appalachian Access)		761,000.00	761,000.00		761,000.00
Jan. 1, 1987 (FA Interstate Discretionary)	44,341,573.00		44,341,573.00		44,341,573.00
Mar. 1, 1987				50,000,000.00	50,000,000.00
Apr. 1, 1987 (FA Urban Systems)	6,616,467.00		6,616,467.00		6,616,467.00
Apr. 1, 1987 (FA Primary/Urban)	32,442,807.00		32,442,807.00		32,442,807.00
Apr. 1, 1987 (FA Interstate)	56,644,830.00		56,644,830.00		56,644,830.00
Apr. 1, 1987 (FA Interstate Discretionary)	(12,088,362.00)		(12,088,362.00)		(12,088,362.00)
Apr. 1, 1987 (FA Secondary)	8,937,944.00		8,937,944.00		8,937,944.00
Apr. 1, 1987 (Highway Planning Research)	1,743,215.00		1,743,215.00		1,743,215.00
Apr. 1, 1987 (Metropolitan Planning)	375,898.00		375,898.00		375,898.00
Apr. 1, 1987 (Bridge Replacement)	9,829,311.00		9,829,311.00		9,829,311.00
Apr. 1, 1987 (Rail-Highway Crossings)	2,714,879.00		2,714,879.00		2,714,879.00
Apr. 1, 1987 (Hazard Elimination)	2,315,652.00		2,315,652.00		2,315,652.00
Apr. 1, 1987 (85% Minimum Allocation	26,552,808.00		26,552,808.00		26,552,808.00
Apr. 1, 1987 (Demonstration Projects Fund)	6,400,000.00		6,400,000.00		6,400,000.00
May 1, 1987 (Forest Highways)	216,611.00		216,611.00		216,611.00
June 1, 1987 (FA Bridge Discretionary)	21,090,000.00		21,090,000.00		21,090,000.00
Total	$478,197,537.60	$ 1,747,954.22	$479,945,491.82	$213,806,653.32	$693,752,145.14

TABLE 7 - Continued

STATUS OF ALLOCATED HIGHWAY CONSTRUCTION FUNDS

II - FUNDS RELEASED FOR OBLIGATION (CONTRACTS)

	FEDERAL FUNDS				Total
	Highway Trust Fund	Other	Total	State Fund Allocations	State and Federal Funds
Less: Funds Obligated July 1, 1986 - June 30, 1987	$297,229,469.81	$ 554,913.33	$297,784,383.14	$133,554,931.18	$431,339,314.32
Reserve for Construction Overruns				14,222,806.88	14,222,806.88
Unobligated Balance of Released Apportionments, June 30, 1987	$180,968,067.79	$ 1,193,040.89	$182,161,108.68	$ 66,028,915.26	$248,190,023.94
Add: Total Projects in P S & E Stage	30,982,409.32	350,742.43)	31,333,151.75		31,333,151.75
Unobligated Balance Available for Contracts, June 30, 1987	$211,950,477.11	$ 1,543,783.32	$213,494,260.43**	$ 66,028,915.26	$279,523,175.69

** Federal aid obligation authority $0.47

TABLE 8
FUNDED DEBT
DIGEST OF OBLIGATIONS AND COMPARISON WITH DEBT LIMITATION
JUNE 30, 1987

		STATE HIGHWAY BONDS		NOTES PAYABLE		
Year Due	Reimbursement Agreements	Principal	Interest	Principal	Interest	Total
1986-87	$	$	$	$ -0-	$ -0-	$ -0-
1987-88	337,978.60	6,500,000	766,000	-0-	-0-	7,603,078.60
1988-89	110,000.00	4,000.000	486,000	-0-	-0-	4,596,000.00
1989-90		4,000,000	266,000	-0-	-0-	4,266,000.00
1990-91		2,000,000	104,000	-0-	-0-	2,104,000.00
TOTAL	$ 447,078.60	$ 16,500.000	$1,622,000	$ -0-	$ -0-	$18,569,684.60

Statutory Debt Limitation $ 150,000.000.00

TABLE 9
PAYROLL STATISTICS REPORT
JUNE 30, 1987

	June 1987		June 1986	
	Employees	Annual Amount	Employees	Annual Amount
Executive	5	$ 181,486	4	$ 134,478
General Administration	448	8,400,482	454	8,420,278
Highway Patrol	1,027	22,646,038	967	21,590,300
Engineering Division Administration	590	12,978,186	598	12,918,197
Engineering:				
District 1	726	10,287,587	716	10,020,487
District 2	422	5,988,352	423	5,967,087
District 3	568	8,146,798	590	8,412,158
District 4	504	7,301,270	505	7,234,795
District 5	680	9,797,026	677	9,672,536
District 6	568	7,917,322	550	7,649,295
District 7	472	6,871,270	473	6,883,771
Motor Vehicle Division	865	12,952,858	837	12,394,300
GRAND TOTAL	6,875	$ 113,468,675	6,794	$ 111,297,682

TABLE 10

MILEAGE SUMMARY RECORD BY COUNTIES

As of June 30, 1987

County	County* Total	Interstate System				State Primary System			State Secondary System			
		Completed	Under Construction Not Open	Other Author	Author. Total	Hi-Type	Lo-Type	Total	Hi-Type	Lo-Type	Earth	Total
Abbeville	657.05					56.24	128.03	184.27	1.76	450.35	20.67	472.78
Aiken	1,466.83	37.17			37.17	133.17	172.31	305.48	7.54	1,041.34	75.30	1,124.18
Allendale	478.45					49.12	57.98	107.10	.88	350.76	19.71	371.35
Anderson	1,262.93	36.57			36.57	165.01	186.59	351.60	26.68	837.91	10.17	874.76
Bamberg	547.74					60.59	75.67	136.26	2.39	373.89	35.20	411.48
Barnwell	591.79					13.62	133.21	146.83	.59	428.34	16.03	444.96
Beaufort	530.84					56.20	75.37	131.57	3.89	393.22	2.16	399.27
Berkeley	962.85	17.55	4.48		22.03	60.82	179.44	240.26	29.37	648.31	27.36	705.04
Calhoun	513.66	17.44			17.44	31.92	93.15	125.07	2.45	368.50	.20	371.15
Charleston	1,125.51	16.95	4.50		21.45	163.72	78.33	242.05	52.86	796.54	17.11	866.51
Cherokee	721.84	22.80			22.80	77.84	81.25	159.09	8.44	522.14	9.37	539.95
Chester	815.38	18.82			18.82	94.97	103.95	198.92	7.80	583.55	6.29	597.64
Chesterfield	1,024.80					79.83	148.81	228.64	.84	738.00	57.32	796.16
Clarendon	748.71	34.22			34.22	31.54	100.31	131.85	2.29	573.06	7.29	582.64
Colleton	1,022.33	28.30			28.30	104.20	145.58	249.78	1.31	715.14	27.80	744.25
Darlington	996.20	14.58			14.58	82.85	71.52	154.37	3.31	809.06	14.88	827.25
Dillon	656.97	23.77			23.77	68.52	52.84	121.36	1.54	503.43	6.87	511.84
Dorchester	683.16	33.46			33.46	81.54	68.06	149.60	5.57	431.73	62.80	500.10
Edgefield	602.02					59.68	76.92	136.60	.74	431.68	33.00	465.42
Fairfield	701.07	21.46			21.46	39.52	128.82	168.34	15.91	470.12	25.24	511.27
Florence	1,329.50	29.01			29.01	89.57	146.43	236.00	29.34	1,019.23	15.92	1,064.49

TABLE 10 - Continued
MILEAGE SUMMARY RECORD BY COUNTIES
As of June 30, 1987

County	County* Total	Interstate System				State Primary System			State Secondary System			
		Completed	Under Construction Not Open	Other Author	Author. Total	Hi-Type	Lo-Type	Total	Hi-Type	Lo-Type	Earth	Total
Georgetown	645.07					82.48	65.47	147.95	1.70	481.55	13.87	497.12
Greenville	1,436.89	37.81			37.81	254.43	102.96	357.39	96.75	924.11	20.83	1,041.69
Greenwood	736.71					126.23	81.16	207.39	23.65	497.42	8.25	529.32
Hampton	574.39	6.61			6.61	65.10	68.45	133.55	.97	402.13	31.13	434.23
Horry	1,295.91					171.01	171.95	342.96	7.05	938.99	6.91	952.95
Jasper	509.50	33.90			33.90	65.80	105.01	170.81	2.44	259.31	43.04	304.79
Kershaw	969.71	21.26			21.26	76.66	95.96	172.62	4.56	761.89	9.38	775.83
Lancaster	898.83					86.77	103.02	189.79	2.85	673.32	32.87	709.04
Laurens	1,030.02	38.20			38.20	127.03	131.05	258.08	3.65	728.66	1.43	733.74
Lee	583.16	20.33			20.33	30.66	87.78	118.44	2.30	436.23	5.86	444.39
Lexington	1,429.85	51.94			51.94	147.24	90.02	237.26	15.11	1,064.30	61.24	1,140.65
McCormick	451.92					25.48	75.38	100.86	.68	303.51	46.87	351.06
Marion	560.57					74.60	63.05	137.65	1.54	419.66	1.72	422.92
Marlboro	717.96					71.77	90.61	162.38	2.01	552.18	1.39	555.58
Newberry	841.87	27.76			27.76	88.19	96.34	184.53	5.05	617.24	7.29	629.58
Oconee	838.35	4.03			4.03	125.48	97.73	223.21	10.99	573.64	26.48	611.11
Orangeburg	1,546.96	43.12			43.12	171.59	258.34	429.93	11.77	1,027.75	34.39	1,073.91
Pickens	718.14					99.46	128.38	228.38	8.36	481.03	.37	489.76
Richland	1,561.78	50.59	1.59		52.18	197.31	88.58	285.89	49.62	1,166.25	9.43	1,225.30
Saluda	639.90					53.41	107.14	160.55	.77	426.47	52.11	479.35
Spartanburg	1,284.84	66.78		8.75	75.53	202.49	177.31	379.80	46.31	786.36	5.59	838.26

TABLE 10-Continued
MILEAGE SUMMARY RECORD BY COUNTIES
As of June 30, 1987

County	County* Total	Interstate System				State Primary System			State Secondary System			
		Completed	Under Construction Not Open	Other Author	Author. Total	Hi-Type	Lo-Type	Total	Hi-Type	Lo-Type	Earth	Total
Sumter	983.54	12.86			12.86	150.88	74.49	225.37	23.35	708.12	13.84	745.31
Union	612.38					72.88	65.40	138.28	4.66	461.91	7.53	474.10
Williamsburg	971.89					36.60	171.48	208.08	1.68	744.45	17.68	763.81
York	1,282.37	21.34			21.34	154.99	140.64	295.63	17.46	936.17	11.77	965.40
TOTALS	40,562.14	788.63	10.57	8.75	807.95	4,359.01	5,042.81	9,401.82	550.78	28,858.95	961.96	30,371.69

*County total includes completed Interstate and totals of state primary and secondary systems.

TABLE 11
NET MOTOR VEHICLE REGISTRATIONS AND RECEIPTS BY CLASSIFICATION

FISCAL YEAR ENDED JUNE 30, 1987

	Number	Collections
Automobile	1,740,858	$ 28,062,903.84
Truck	527,597	18,613,069.14
IRP truck -- in state	11,478	5,047,385.18
IRP truck -- out of state	--	4,919,736.71*
Bus	4,832	112,228.50
Trailer	53,285	443,243.00
Apportioned trailer	1,188	15,476.53
Motorcycle	34,220	194,690.00
House trailer transporter	88	625.50
Dealer demonstration	29,500	558,240.00
Replacement plate	--	105,272.00
Transfer	234,429	703,287.00
Duplicates	2,095,595	8,071,561.16**
Penalties	32,518	2,743,632.55
Dealer permits	5,453	272,650.00
Motor vehicle titles	904,218	4,521,090.00
Bus (in lieu license fees)	--	2,930.10
Vehicle inspection license	3,234	32,340.00
Vehicle inspection certificate	2,487,605	1,243,802.50
Vehicle identity and safety fee	5,832	145,800.00
Driver license	534,528	5,315,185.00
Beginner permit	137,749	275,621.00
Identification card	39,271	196,355.00
Driver license knowledge test	273,637	547,274.00
Handicapped placard	15,497	15,497.00
Sample plate	31	310.00
Temporary permits	6,046	91,725.00
Transporter permit	20	1,000.00
Temporary plate	6,620	66,200.00
Personalized plate fee	22,476	337,140.00
Postage reimbursement	--	144,731.00
Excess remittances	--	1,989.08
Miscellaneous receipts	--	692.55
Sub-total	9,207,805	$ 82,833,683.34
Casual excise tax	--	$ 11,049,916.86
Use tax	--	6,685,141.87
GRAND TOTAL	9,207,805	$100,568,742.07

* Fees receipted by cashier, Highway Department.

** The cashier, Highway Department, receipt $7,282,182.16.

TABLE 12
NET MOTOR VEHICLE REGISTRATIONS BY COUNTIES
FISCAL YEAR ENDED JUNE 30, 1987

	AUTOMOBILES & BUSES		TRUCKS		TRAILERS		MOTORCYCLES		TOTALS	
COUNTY	1985-86	1986-87	1985-86	1986-87	1985-86	1986-87	1985-86	1986-87	1985-86	1986-87
Abbeville	11,914	12,201	4,524	4,663	404	390	262	226	17,104	17,480
Aiken	62,914	64,906	20,116	21,326	2,283	1,995	1,070	953	86,383	89,180
Allendale	4,460	4,435	1,570	1,612	181	179	56	44	6,267	6,270
Anderson	76,952	78,849	24,177	25,264	2,469	2,458	1,758	1,589	105,356	108,160
Bamberg	7,110	7,087	2,505	2,551	307	312	131	99	10,053	10,049
Barnwell	9,800	9,956	3,518	3,629	368	397	149	149	13,835	14,131
Beaufort	36,511	38,175	9,912	10,677	506	493	1,013	892	47,942	50,237
Berkeley	49,889	52,736	17,476	18,827	1,461	1,505	1,612	1,600	70,438	74,668
Calhoun	6,528	6,566	2,697	2,709	316	348	138	105	9,679	9,728
Charleston	139,272	141,589	33,577	34,341	3,186	3,237	3,509	3,188	179,544	182,355
Cherokee	21,978	23,334	8,247	8,558	682	702	533	482	31,440	32,076
Chester	15,487	15,946	5,584	5,700	664	720	397	379	22,132	22,745
Chesterfield	17,816	18,272	6,577	6,796	588	666	368	328	25,349	26,062
Clarendon	11,884	12,103	4,329	4,342	358	350	148	120	16,719	16,915
Colleton	14,951	15,282	6,026	6,225	602	581	287	256	21,866	22,344
Darlington	29,445	30,111	9,258	9,511	904	894	690	594	40,297	41,110
Dillon	13,110	13,270	4,248	4,474	303	340	202	175	17,863	18,259
Dorchester	34,360	35,567	11,213	11,839	1,494	1,523	1,087	964	48,154	49,893
Edgefield	8,758	9,004	3,830	4,135	296	323	78	70	12,962	13,532
Fairfield	10,227	10,470	3,679	3,842	252	282	160	131	14,318	14,725
Florence	54,618	55,582	17,009	17,618	1,679	1,774	1,076	916	74,382	75,890
Georgetown	19,760	20,641	6,877	7,194	726	705	315	283	27,678	28,823
Greenville	177,285	180,928	44,341	46,070	6,155	6,016	3,690	3,397	231,471	236,411
Greenwood	32,172	32,745	9,905	10,153	1,570	1,646	787	744	44,434	45,288
Hampton	8,107	8,163	3,456	3,545	435	439	183	179	12,181	12,326
Horry	67,446	70,978	20,174	21,277	1,425	1,395	1,634	1,491	90,679	95,141
Jasper	6,255	6,340	2,580	2,663	142	154	128	120	9,105	9 277
Kershaw	24,081	24,800	7,838	8,326	896	1,000	477	436	33,292	34,562
Lancaster	27,907	28,544	9,731	10,095	847	869	570	526	39,055	40,034
Laurens	28,769	29,275	9,734	10,073	1,272	1,376	866	785	40,641	41,509
Lee	7,908	8,088	2,499	2,507	222	199	99	100	10,728	10,894
Lexington	89,713	92,917	29,592	31,312	3,801	3,466	2,037	1,828	125,143	129,523
McCormick	3,827	3,912	1,428	1,458	151	137	53	47	5,459	5,554
Marion	14,355	14,713	4,659	4,637	272	253	240	194	19,526	19,797
Marlboro	12,003	12,486	3,674	3,669	302	294	260	220	16,239	16,669
Newberry	16,755	17,271	7,173	7,495	785	801	407	368	25,120	25,935

TABLE 12
NET MOTOR VEHICLE REGISTRATIONS BY COUNTIES
FISCAL YEAR ENDED JUNE 30, 1987

COUNTY	AUTOMOBILES & BUSES		TRUCKS		TRAILERS		MOTORCYCLES		TOTALS	
	1985-86	1986-87	1985-86	1986-87	1985-86	1986-87	1985-86	1986-87	1985-86	1986-87
Oconee	29,227	30,321	11,320	11,962	1,026	1,054	737	656	42,310	43,993
Orangeburg	40,926	41,547	13,329	13,885	1,281	1,289	836	775	56,372	57,496
Pickens	44,241	45,429	14,774	15,620	1,501	1,493	1,025	961	61,541	63,503
Richland	142,979	145,924	30,220	31,225	3,192	3,112	2,791	2,389	179,182	182,650
Saluda	8,151	8,406	4,172	4,333	432	465	213	172	12,968	13,376
Spartanburg	120,345	121,879	35,999	37,552	4,992	4,624	2,207	2,061	163,543	166,116
Sumter	45,062	45,960	12,514	13,182	1,340	1,345	1,376	1,201	60,292	61,688
Union	15,421	15,726	4,614	4,794	309	322	300	236	20,644	21,078
Williamsburg	15,353	15,692	6,124	6,151	449	431	224	208	22,150	22,482
York	65,379	68,564	19,633	21,258	1,975	2,119	1,686	1,583	88,673	93,524
Undetermined	8		5						13	
TOTAL	1,701,419	1,745,690	516,437	539,075	54,801	54,473	37,865	34,220	2,310,522	2,373,458

TABLE 13

NET MOTOR VEHICLE REGISTRATIONS AND RECEIPTS

COUNTY	1985-86 Issue Net Registrations	1985-86 Issue Net Receipts	1986-87 Issue Net Registrations	1986-87 Issue Net Receipts
Abbeville.....	17,104	$ 309,513.27	17,480	$ 306,969.53
Aiken.....	86,383	1,785,411.43	89,180	1,847,012.03
Allendale.....	6,267	155,667.78	6,270	153,012.16
Anderson.....	105,356	2,200,740.10	108,160	2,198,583.76
Bamberg.....	10,053	244,548.71	10,049	249,293.72
Barnwell.....	13,835	316,066.22	14,131	299,182.04
Beaufort.....	47,942	994,585.93	50,237	1,031,954.06
Berkeley.....	70,438	1,636,060.27	74,668	1,711,587.02
Calhoun.....	9,679	217,835.16	9,728	210,236.07
Charleston.....	179,544	4,207,447.38	182,355	4,235,009.06
Cherokee.....	31,440	655,151.76	32,076	647,337.73
Chester.....	22,132	512,143.33	22,745	488,413.06
Chesterfield.....	25,349	548,505.93	26,062	563,675.48
Clarendon.....	16,719	411,568.42	16,915	398,408.05
Colleton.....	21,866	550,094.43	22,344	540,092.81
Darlington.....	40,297	987,569.68	41,110	981,024.15
Dillon.....	17,863	408,444.76	18,259	411,916.29
Dorchester.....	48,154	1,166,891.09	49,493	1,208,248.87
Edgefield.....	12,962	307,053.78	13,532	318,489.87
Fairfield.....	14,318	350,299.20	14,725	354,701.02
Florence.....	74,382	1,860,623.94	75,890	1,916,119.93
Georgetown.....	27,678	690,371.09	28,823	695,244.66
Greenville.....	231,471	5,325,137.56	236,411	5,392,051.94
Greenwood.....	44,434	1,122,147.40	45,288	1,124,466.59
Hampton.....	12,181	327,056.45	12,326	327,216.91
Horry.....	90,679	1,988,344.17	95,141	2,052,946.01

TABLE 13-Continued

NET MOTOR VEHICLE REGISTRATIONS AND RECEIPTS

COUNTY	1985-86 Issue		1986-87 Issue	
	Net Registrations	Net Receipts	Net Registrations	Net Receipts
Jasper.....	9,105	204,816.91	9,277	197,845.16
Kershaw.....	33,292	818,554.76	34,562	842,429.27
Lancaster.....	39,055	830,856.54	40,034	825,289.48
Laurens.....	40,641	835,583.08	41,509	843,333.40
Lee.....	10,728	266,954.12	10,894	243,048.15
Lexington.....	125,143	3,223,613.86	129,523	3,262,455.79
McCormick.....	5,459	124,707.14	5,554	120,053.21
Marion.....	19,526	422,709.81	19,797	404,328.37
Marlboro.....	16,239	345,296.35	16,669	348,017.15
Newberry.....	25,120	667,618.37	25,935	687,083.20
Oconee.....	42,310	877,293.30	43,993	901,861.58
Orangeburg.....	56,372	1,331,798.58	57,496	1,352,155.49
Pickens.....	61,541	1,304,640.59	63,503	1,307,649.43
Richland.....	179,182	4,131,388.19	182,650	4,106,106.16
Saluda.....	12,968	333,894.09	13,376	342,144.97
Spartanburg.....	163,543	3,824,053.00	166,116	3,786,460.02
Sumter.....	60,292	1,366,111.23	61,688	1,403,173.49
Union.....	20,644	409,482.18	21,078	406,196.63
Williamsburg....	22,150	515,703.74	22,482	504,930.25
York.....	88,673	1,884,542.30	93,524	1,976,095.77
Undetermined....	13	31,653.00	--	(646.00)
Total.....	2,310,522	$53,030,550.38	2,373,458	$53,523,203.79

TABLE 14

PASSENGER VEHICLE REGISTRATIONS BY COUNTIES

FISCAL YEARS 1982 - 1987

	1982	1983	1984	1985-86	1986-87	Total
Abbeville.....	11,060	11,434	11,659	11,853	12,134	58,140
Aiken.....	55,421	57,709	60,049	62,739	64,724	300,642
Allendale.....	4,099	4,251	4,327	4,444	4,412	21,533
Anderson.....	70,963	73,252	75,146	76,812	78,714	374,887
Bamberg.....	6,644	6,774	6,962	7,092	7,069	34,541
Barnwell.....	8,947	9,148	9,453	9,775	9,923	47,246
Beaufort.....	29,838	31,503	33,638	36,376	38,047	169,402
Berkeley.....	41,257	43,105	45,402	49,818	52,660	232,242
Calhoun.....	5,916	6,044	6,162	6,516	6,552	31,190
Charleston.....	128,034	132,380	132,523	138,896	141,240	673,073
Cherokee.....	20,008	20,659	21,419	21,914	22,286	106,286
Chester.....	14,335	14,545	14,897	15,445	15,903	75,125
Chesterfield.....	16,323	17,033	17,325	17,766	18,218	86,665
Clarendon.....	11,003	11,305	11,485	11,839	12,070	57,702
Colleton.....	13,633	14,191	14,519	14,919	15,245	72,507
Darlington.....	27,107	28,022	28,774	29,365	30,039	143,307
Dillon.....	12,261	12,742	12,904	13,076	13,240	64,223
Dorchester.....	29,212	30,801	31,891	34,298	35,508	161,710
Edgefield.....	7,724	7,942	8,223	8,722	8,967	41,578
Fairfield.....	9,035	9,462	9,880	10,192	10,442	49,011
Florence.....	49,992	51,690	53,219	54,499	55,459	264,859
Georgetown.....	17,565	18,667	19,307	19,654	20,543	95,736
Greenville.....	160,937	166,370	170,446	176,775	180,393	854,921
Greenwood.....	30,065	31,000	31,713	32,130	32,706	157,614
Hampton.....	7,514	7,700	7,947	8,075	8,126	39,362
Horry.....	53,103	57,649	62,060	67,316	70,838	310,966
Jasper.....	5,852	6,013	6,158	6,224	6,300	30,547

TABLE 14 - Continued
PASSENGER VEHICLE REGISTRATIONS BY COUNTIES
FISCAL YEARS 1982 - 1987

	1982	1983	1984	1985-86	1986-87	TOTAL
Kershaw.....	20,510	21,594	22,363	24,039	24,753	113,259
Lancaster.....	26,001	26,727	27,269	27,824	28,458	136,279
Laurens.....	26,342	27,281	27,945	28,709	29,212	139,489
Lee.....	7,214	7,477	7,647	7,889	8,070	38,297
Lexington.....	77,894	80,863	84,084	89,543	92,740	425,124
McCormick.....	3,502	3,611	3,640	3,815	3,897	18,465
Marion.....	13,588	14,030	14,169	14,324	14,689	70,800
Marlboro.....	11,694	11,984	12,165	11,971	12,461	60,275
Newberry.....	15,322	15,795	16,319	16,696	17,204	81,336
Oconee.....	25,179	26,473	27,334	29,150	30,229	138,365
Orangeburg.....	36,912	38,005	39,097	40,813	41,437	196,264
Pickens.....	39,303	40,759	42,555	44,142	45,332	212,091
Richland.....	127,931	131,223	134,883	142,101	145,102	681,240
Saluda.....	7,378	7,652	7,902	8,138	8,390	39,460
Spartanburg.....	108,376	112,521	116,452	120,005	121,549	578,903
Sumter.....	40,505	41,566	42,631	44,916	45,826	215,444
Union.....	14,332	14,707	15,006	15,353	15,653	75,051
Williamsburg....	14,355	14,862	15,099	15,304	15,645	75,265
York.....	55,001	57,483	60,177	65,260	68,453	306,374
Undetermined....	55	21	13	8		97
Total.....	1,519,242	1,576,025	1,624,238	1,696,530	1,740,858	8,156,893

TABLE 15
TRUCK REGISTRATIONS BY COUNTIES
FISCAL YEARS 1982 - 1987

COUNTY	1982	1983	1984	1985-86	1986-87	Total
Abbeville	3,961	4,098	4,302	4,524	4,663	21,548
Aiken	16,127	16,892	18,047	20,116	21,326	92,508
Allendale	1,475	1,505	1,532	1,570	1,612	7,694
Anderson	20,520	21,390	22,623	24,177	25,264	113,974
Bamberg	2,321	2,422	2,438	2,505	2,551	12,237
Barnwell	3,154	3,212	3,293	3,518	3,629	16,806
Beaufort	7,569	8,134	8,962	9,912	10,677	45,254
Berkeley	13,221	14,420	15,305	17,476	18,827	79,249
Calhoun	2,255	2,427	2,370	2,697	2,709	12,458
Charleston	26,278	28,672	29,482	33,577	34,341	152,350
Cherokee	6,909	7,372	7,558	8,247	8,558	38,644
Chester	4,804	5,110	5,242	5,584	5,700	26,440
Chesterfield	5,980	6,158	6,366	6,577	6,796	31,877
Clarendon	3,868	3,984	4,128	4,329	4,342	20,651
Colleton	4,992	5,331	5,533	6,026	6,225	28,107
Darlington	8,095	8,472	8,664	9,258	9,511	44,000
Dillon	4,025	4,040	4,088	4,248	4,474	20,875
Dorchester	8,494	9,267	9,661	11,213	11,839	50,474
Edgefield	3,185	3,310	3,466	3,830	4,135	17,926
Fairfield	3,116	3,206	3,390	3,679	3,842	17,233
Florence	14,777	15,369	15,951	17,009	17,618	80,724
Georgetown	5,810	6,269	6,557	6,877	7,194	32,707
Greenville	37,909	39,345	41,161	44,341	46,070	208,826
Greenwood	8,437	8,804	9,497	9,905	10,153	46,796
Hampton	3,140	3,210	3,349	3,456	3,545	16,700
Horry	15,557	16,739	18,022	20,174	21,277	91,769
Jasper	2,253	2,395	2,449	2,580	2,663	12,340
Kershaw	6,294	6,661	6,963	7,838	8,326	36,082
Lancaster	8,409	8,799	9,193	9,731	10,095	46,227
Laurens	8,407	8,830	9,166	9,734	10,073	46,210
Lee	2,243	2,317	2,436	2,499	2,507	12,002
Lexington	23,048	24,447	25,460	29,592	31,312	133,859
McCormick	1,304	1,334	1,344	1,428	1,458	6,868
Marion	4,276	4,363	4,386	4,659	4,637	22,321
Marlboro	3,283	3,371	3,424	3,674	3,669	17,421
Newberry	6,243	6,510	6,756	7,173	7,495	34,177
Oconee	9,401	9,816	10,213	11,320	11,962	52,712
Orangeburg	11,401	11,741	12,308	13,329	13,885	62,664
Pickens	12,234	12,797	13,542	14,774	15,620	68,967
Richland	24,019	24,994	26,709	30,220	31,225	137,167
Saluda	3,532	3,721	3,840	4,172	4,333	19,598
Spartanburg	30,631	31,964	33,414	35,999	37,552	169,620
Sumter	10,387	10,866	11,460	12,514	13,182	58,409
Union	4,024	4,186	4,381	4,614	4,794	21,999
Williamsburg	5,609	5,740	5,986	6,124	6,151	29,610
York	15,293	16,251	17,560	19,633	21,258	89,995
Undetermined	39	23	8	5		75
TOTAL	428,309	450,284	472,045	516,437	539,075	2,406,150

TABLE 16
NET PERMANENT AND FIVE-YEAR VEHICLE REGISTRATIONS
BY CLASSIFICATIONS

Vehicle	Previously Registered	Current Year Registrations	Deleted Registrations	Net Registrations
Private Passenger:				
SG (state government)	5,461	1,307	1,002	5,766
CG (county government)	4,841	1,134	647	5,328
MG (city government)	3,870	848	608	4,110
RG (regional government)	323	98	19	402
Sub-Total	14,495	3,387	2,276	15,606
AV (antique vehicle)	1,381	96	44	1,433
MH (medal of honor)	5	1	1	5
DV (disabled veteran)	1,352	355	303	1,404
PW (prisoner of war)	519	154	107	566
Totals	17,752	3,993	2,731	19,014
Trucks:				
SG	7,471	554	573	7,452
CG	7,288	455	290	7,453
MG	5,915	544	360	6,099
RG	796	138	58	876
Sub-Total	21,470	1,691	1,281	21,880
AV	227	21	10	238
MH	2	0	0	2

TABLE 16-Continued
NET PERMANENT AND FIVE-YEAR VEHICLE REGISTRATIONS
BY CLASSIFICATIONS

Vehicle	Previously Registered	Current Year Registrations	Deleted Registrations	Net Registrations
CG	929	90	14	1,005
MG	56	8	0	64
RG	213	10	1	222
Totals	10,693	542	270	10,965
Trailers:				
SG	628	11	0	639
CG	313	17	0	330
MG	268	26	0	294
RG	45	14	0	59
Sub-Total	1,254	68	0	1,322
TL (trailer & semi-trailer) 5 year	2,973	76	158	2,891
UT (utility trailer) 5 year	1,495	0	37	1,458
TP (trailer permanent)	995	678	0	1,673
Totals	6,717	822	195	7,344
Total SG, CG, MG, and RG	48,237	5,708	3,835	50,110

TABLE 16-CONTINUED
NET PERMANENT AND FIVE-YEAR VEHICLE REGISTRATIONS
BY CLASSIFICATIONS

Vehicle	Previously Registered	Current Year Registrations	Deleted Registrations	Net Registrations
DV	259	51	55	255
PW	113	20	27	106
Totals	22,071	1,783	1,373	22,481
Motorcycles:				
SG	59	3	0	62
CG	17	3	0	20
MG	248	14	8	254
RG	1	0	0	1
Sub-Totals	325	20	8	337
AV	29	3	1	31
Totals	354	23	9	368
School Buses:				
SG	9,495	434	255	9,674

TABLE 16-CONTINUED
NET PERMANENT AND FIVE-YEAR VEHICLE REGISTRATIONS
BY CLASSIFICATIONS

Vehicle	Previously Registered	Current Year Registrations	Deleted Registrations	Net Registrations
Total other registrations	9,350	1,455	743	10,062
Grand total (permanent & 5-year registration)	57,587	7,163	4,578	60,172
Recapitulation				
SG	23,114	2,309	1,830	23,593
CG	13,388	1,699	951	14,136
MG	10,357	1,440	976	10,821
RG	1,378	260	78	1,560
AV	1,637	120	55	1,702
MH	7	1	1	7
DV	1,611	406	358	1,659
PW	632	174	134	672
TL 5 year	2,973	76	158	2,891
UT 5 year	1,495	0	37	1,458
TP	995	678	0	1,673
GRAND TOTAL	57,587	7,163	4,578	60,172

TABLE 17

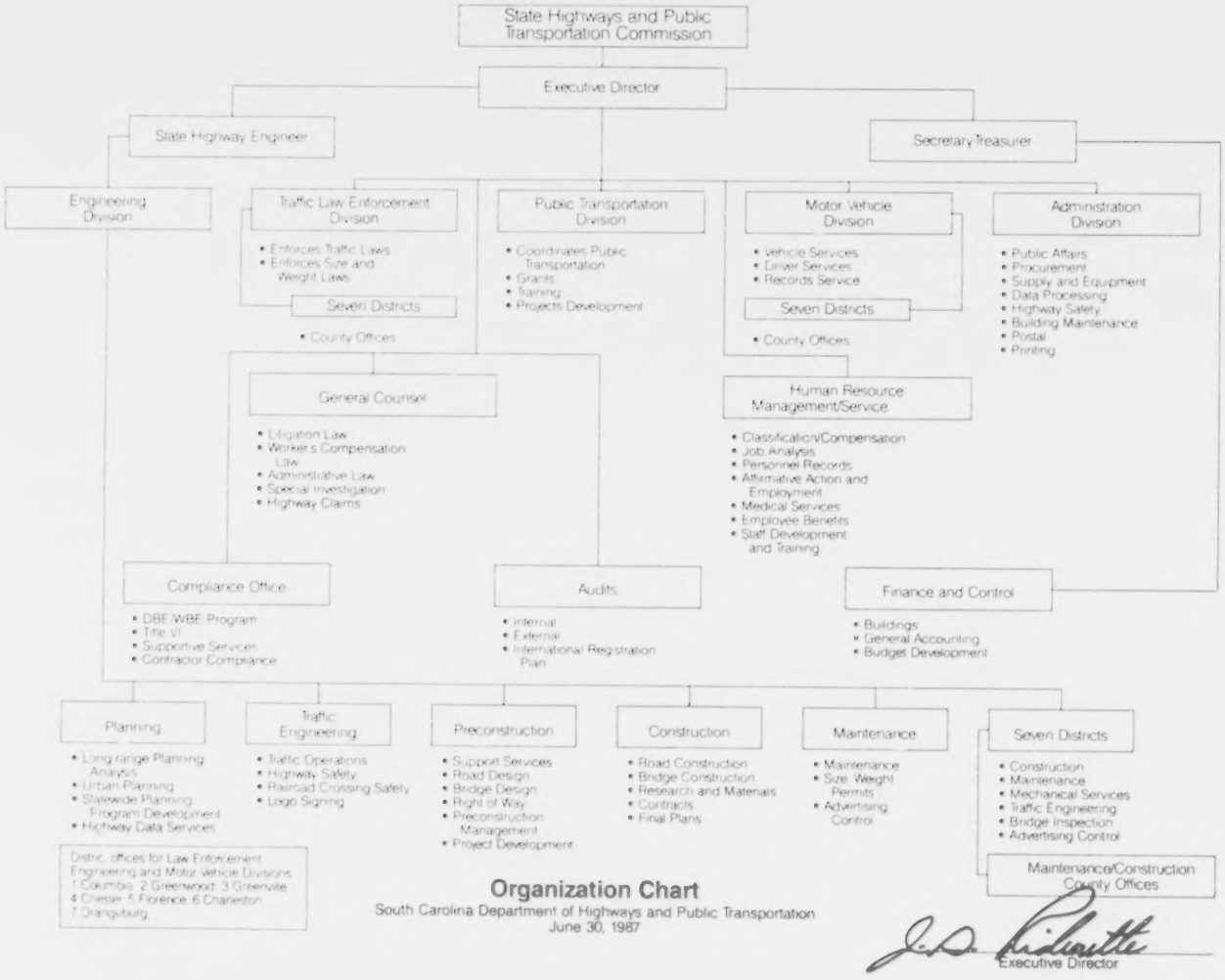
SUMMARY BY COUNTIES OF DRIVING PRIVILEGES WITHDRAWN

For Year Ended June 30, 1987

County of Residence	Total Withdrawn	Cause For Withdrawal					Age Group			
		DUI	Financial Responsibility	Point System	Reckless Driving	Other	13-16 Inclusive	17-29 Inclusive	30-39 Inclusive	40 & Up Inclusive
Abbeville	394	135	53	17	0	189	5	228	90	71
Aiken	2,919	673	561	237	3	1,445	13	1,659	761	486
Allendale	292	72	50	11	0	159	1	148	88	55
Anderson	3,287	894	535	153	9	1,696	31	1,838	842	576
Bamberg	340	102	42	21	0	175	0	177	96	67
Barnwell	438	124	66	23	1	224	1	230	127	80
Beaufort	2,157	357	384	181	2	1,233	11	1,325	548	273
Berkeley	3,128	504	576	193	13	1,842	26	1,960	730	412
Calhoun	261	49	56	12	0	144	5	139	75	42
Charleston	12,264	1,325	2,089	695	24	8,131	52	7,382	3,268	1,562
Cherokee	990	359	172	38	3	418	6	550	254	180
Chester	624	198	118	24	0	284	1	334	167	122
Chesterfield	744	258	128	23	2	333	2	379	190	173
Clarendon	577	172	105	19	0	281	2	270	186	119
Colleton	1,012	195	157	51	2	607	4	568	250	190
Darlington	1,629	355	260	90	2	922	7	829	472	321
Dillon	618	160	102	34	0	322	8	341	149	120
Dorchester	2,327	339	396	165	5	1,422	18	1,472	523	314
Edgefield	514	148	78	49	2	237	0	250	152	112
Fairfield	541	154	79	16	0	292	2	299	155	85
Florence	3,031	708	510	149	5	1,659	11	1,526	946	548
Georgetown	1,251	263	186	86	1	715	3	726	347	175
Greenville	8,366	1,617	1,753	423	22	4,551	26	4,540	2,292	1,508
Greenwood	1,504	390	289	58	5	762	11	824	392	277

TABLE 17-Continued
SUMMARY BY COUNTIES OF DRIVING PRIVILEGES WITHDRAWN
For Year Ended June 30, 1987

County of Residence	Total Withdrawn	Cause For Withdrawal					Age Group			
		DUI	Financial Responsibility	Point System	Reckless Driving	Other	13-16 Inclusive	17-29 Inclusive	30-39 Inclusive	40 & Up Inclusive
Hampton	475	127	84	24	3	237	0	248	122	105
Horry	3,939	860	747	243	4	2,085	13	2,338	933	655
Jasper	571	92	85	37	1	356	3	320	154	94
Kershaw	1,007	239	201	53	3	511	3	564	263	177
Lancaster	1,174	375	207	55	3	534	5	664	303	202
Laurens	1,184	357	206	50	1	570	12	606	308	258
Lee	381	103	55	12	0	211	1	204	103	73
Lexington	3,798	855	686	281	11	1,965	34	2,268	907	589
McCormick	180	61	39	10	1	69	0	85	52	43
Marion	758	206	125	27	1	399	1	404	206	147
Marlboro	499	183	89	16	0	211	2	224	156	117
Newberry	696	245	111	44	4	292	6	371	188	131
Oconee	967	241	166	44	3	513	5	545	234	183
Orangeburg	2,131	419	350	117	2	1,243	3	1,138	614	376
Pickens	1,588	465	307	68	3	745	5	906	390	287
Richland	8,073	1,388	1,619	473	11	4,582	27	4,465	2,257	1,324
Saluda	335	109	62	12	0	152	2	170	94	69
Spartanburg	6,175	1,691	1,060	250	11	3,163	37	3,457	1,594	1,087
Sumter	1,876	435	340	87	2	1,012	9	975	558	334
Union	716	256	113	30	0	317	1	383	182	150
Williamsburg	1,051	198	163	60	1	629	2	514	335	200
York	2,761	838	587	96	8	1,232	17	1,559	733	452
Out of State	5,666	3,247	1,088	1	14	1,316	4	2,770	1,567	1,325
TOTALS	95,209	22,541	17,235	4,858	188	50,387	438	53,172	25,353	16,246



Organization Chart

South Carolina Department of Highways and Public Transportation
June 30, 1987

J. D. Tidwell
Executive Director